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BELGIAN COAST FREED AS FAR AS ZEEBRUGGE; MANY LARGE CITIES FALL

GERMANY FORBIDS LOOTING OF CITIES AS OLIVE BRANCH

Armies Ordered To Stop Depredations In Retreat, Dutch Report Says

IS PEACE MEASURE

Military Situation Will Force Austria To Quit, Says Count Burian

BREAK IS COMING

Federal Scheme Is Drafted As Last Resort To Prevent Revolution

(Reuter's Agency War Service)

Amsterdam, October 17.—The Nieuwe Rotterdamsche Courant announces that the German press tonight will publish a communique stating that the Army Command has brought military measures into accord with the steps toward peace and the German armies have been ordered to cease the devastation of towns and villages unless absolutely compelled for reasons of defense.

Amsterdam, October 16.—A message from Berlin announces that another decree issued yesterday, signed by the Kaiser, says that the Commander-in-Chief must issue his decisions in agreement with the Imperial Chancellor.

(American Wireless To Reuter)

Washington, October 18.—(Received by French Wireless Station).—It is officially announced that President Wilson's reply to the Austro-Hungarian peace proposal has not yet been despatched.

AUSTRIAN BREAK-UP NEAR

(French Wireless)

Lyons, October 18.—Events are rapidly coming to a head in Austria-Hungary.

While Count Burian, the Minister for Foreign Affairs, has confessed to the Hungarian delegation that the military situation does not permit the continuance of operations any longer, all the oppressed peoples of the dual monarchy are preparing to declare their independence.

In an effort to escape a complete debacle the Emperor Karl has issued a manifesto to prepare to transform Austria into a federation of states comprising the following: an Austrian State, a Czech State, an Illyrian State and one Ukrainian State. The Polish territories will cease to be a portion of the Austrian Empire.

As for Hungary, that country is denouncing the dual system and wishes to reduce the present position to one in which the Emperor-King will be the only connecting link between Hungary and Austria. Thus the Magyars hope to maintain their oppressive domination over the peoples whom they have ground down so long, the Croats, Servians and Rumanians.

All these measures will prove hopeless and the hour of deliverance approaches for the oppressed peoples of Austria-Hungary.

BURIAN SAYS PEACE IS NEAR

(Reuter's Agency War Service)

Amsterdam, October 17.—A message from Vienna states that Count Burian, the Austrian Minister for Foreign Affairs, declared, after a careful examination of President Wilson's reply, that he is convinced that the cessation of hostilities and the opening of peace negotiations is near. Count Burian indicated that the German reply went far to meet the points laid down by President Wilson.

London, October 17, 4:20 a.m.—London was very excited yesterday evening by the prevalence of reports by the capitulation of Germany and the abdication of the Kaiser, which caused a great sensation. The evening papers sold like wildfire.

There were no unusual demonstrations but as the evening wore on groups assembled at the Mansion House and other centers, apparent-

(Continued on Page 2)

One Of Sir Douglas Haig's Ablest Lieutenants

GENERAL RAWLINSON.

One of the generals who has been most successful in carrying out the numerous British offensives is General Rawlinson, commander of one of the armies under Field Marshal Sir Douglas Haig.

HSU TELLS PRINCIPLES FOR BASIS OF PEACE

Cessation Of Troop Movements By North And Development Of Industry His Policy

Reuter's Pacific Service

Peking, October 16.—An official communique states that in a recent interview with high officials President Hsu Shih-chang declared the following peace policy:

"The struggle between the north and south has been going on for a year with the result that the financial condition of the country is extremely stringent and the people subjected to indescribable misery.

"When in retirement I already cherished an earnest desire to see peace reign. Having assumed office in accordance with law I shall certainly adhere to my original desire, which also constitutes a duty to one who shoulders the responsibility of administering the country, to achieve national unity and thus to alleviate the sufferings of the people.

"In order to achieve this and improve the conditions of the people, the two following points are essential:

"(1). That no further progress should be made by the Government troops at the front so as to avoid misunderstandings, while strenuous efforts are being made to arrive at the solution of all problems in order to reach an ultimate goal of peace.

"(2). To devise every means to develop industry so as actually to advance the welfare of the people. The population of China is on the increase but they are unable to maintain their existence if they have no means of getting a livelihood. I have always had in mind the old saying that sufficient clothing and food alone can engender respect for ceremony and righteousness, while a well-stocked granary makes people strive for honor and shun disgrace."

Grand Duke Nicholas Condemned To Death?

Wireless Says Former Russian Generalissimo Is To Be Executed

(Reuter's Agency War Service)

Paris, October 17.—A Russian wireless message states that the former Generalissimo of the Russian armies, Grand Duke Nicholas, has been condemned to death.

SPANISH MINISTER HERE

Don Luis Pastor Is Guest Of Mr. A. G. Stephen

Don Luis Pastor, Spanish Envoy Extraordinary and Minister Plenipotentiary to the Chinese Government, arrived here from Peking last night and is a guest of Mr. A. G. Stephen, manager of the Hongkong and Shanghai Bank.

China To Intern Germans Regarded As Dangerous

Reuter's Pacific Service

Peking, October 18.—The Chinese Government has finally completed arrangements for the internment of a percentage of the Germans in China, including those whom the Allies consider most dangerous. Nine have already been selected in Peking to be interned on Monday.

It is understood that Herr von Hanneken of Tientsin and Herr Cordes of Peking have both been ill since the recent German reverses and their cases have therefore been postponed.

Milner Deprecates Attempt To Dictate Changes In Germany

Maintenance Of Stable Government There More Important, Says British Tory

(Reuter's Agency War Service)

London, October 17.—Lord Milner, interviewed by the Evening Standard, said that he believed the German people to be equally as anxious as the Allies to see the complete and ignominious defeat of militarism. The main task of the Allies must therefore be to hasten the utter wreckage of militarism. This could be attained by a complete and decisive victory or by an armistice, whereby the military supremacy of the Allies would be strengthened rather than weakened and the Allies enabled to impose terms of peace which the Germans already had generally accepted.

Lord Milner deprecated attempts to dictate drastic changes in the German Government or the condition of the new government too hastily. A complete transformation of that government was now in progress and it was in the interests of the Allies to see a stable government maintained in Germany. "As reparation must be obtained, we don't want Bolshevism rampant there."

AMERICAN INDUSTRIES FURTHER CURTAILED

Board Extends Ruling Limiting Non-Essentials As War Economy Measure

(American Wireless To Reuter)

Washington, October 18.—(Received by French Wireless Station).—The War Industries Board, by a ruling issued today, added sixteen industries to the list which must curtail production in order to save fuel, labor, capitalisation, materials and transportation for essential war work. The products curtailed include electric fans, safes, vaults, pottery, padlocks, builders' hardware, sporting arms and ammunition, cash registers, talking machines, needles, silk fabrics, bottles, glass jars, etc.

Australia Delegates Trade Mission To U.S.

Mr. Henry Y. Braddon To Act As Commercial And Financial Representative

(American Wireless To Reuter)

New York, October 18.—(Received by French Wireless Station).—Mr. Henry Y. Braddon, the commercial and financial representative of Australia to the United States, has arrived here on a mission which aims to develop trade between the United States and Australia. He will make Washington his headquarters.

JAPANESE FISHERMEN BUY LIBERTY BONDS

Give Whole Proceeds Of Three-Day Catch To War Funds

(American Wireless To Reuter)

San Diego, California, October 18.—(Received by French Wireless Station).—Members of a Japanese fishing association invested $5,000, the proceeds of a three-day catch of sardines, in Fourth United States Liberty Loan bonds.

Berlin Protests To Washington Over Its Property In U.S.

Official In Answer Reveals German Refusal To Report On U.S. Property In Germany

(American Wireless To Reuter)

Washington, October 18.—(Received by French Wireless Station).—A protest has been made by the German Government to the State Department against Americanising German-owned businesses, ships and other property by the Alien Property Custodian Bureau. In reply to the protest, A. Mitchell Palmer, the Alien Property Custodian, revealed the fact that Germany flatly refused to give the American Government information as to the treatment accorded American-owned property in Germany, although full information regarding the treatment of German-owned property in this country was sent to Berlin through the Swiss Government. Plans for Americanisation by the sale to American citizens of German-owned property valued at approximately $300,000,000 have been prepared and the Alien Property Custodian has declared that the sale will be carried out. The total value of enemy-owned property taken over is between seven and eight hundred million dollars.

TANG SHAO-YI CABLED TO RETURN TO CANTON

Message Sent By Wu Ting-fang; Last Peking Official Ousted In South

Reuter's Pacific Service

Canton, October 18.—Lin Sun, Senator from Fukien, has been elected President of the Senate in the place of Wang Chia-hsiang, who has failed to attend.

Wu Ting-fang has cabled Tang Shao-yi to return from Japan to Canton immediately.

Li Yao-han retires from office today, thus upholding the mandate of dismissal by the Military Government and ending completely the authority of the Peking Government in Canton.

Li Yao-han was appointed Civil Governor concurrently with the military office by Peking a year ago but he was unable to assume military authority because of Inspector-General Lu Yung-ting's objection, he only held the civil office by virtue of his election by the Provincial Assembly in August, 1917.

SA NYING KA!

A couple of weeks ago when distracted inquiry was made of the Telephone Co. as to the reason for the seeming decline in the quality of the service it was said that "it was the war." Since then the air has been filled with peace rumors. We are able to assure our readers that there is nothing in them.

Last night a telephone call was received at THE CHINA PRESS office. While a member of the staff was trying to take the call the connection was broken six times. The last break appeared to be final. The member of the staff then tried for three minutes to get the operator. This was finally accomplished by sending out to another 'phone and requesting the operator to be good enough to answer.

"Give me 499," implored the frazzled member of the staff.

And he was cut off again.

Leads Victorious Allied Armies Redeeming His Land

King Albert Of Belgium

ALLIES IN BALKANS ARE IN FULL PURSUIT

Advance Northward Of Nish, Cities Of Drama And Krujevatz Being Captured

(French Wireless)

Lyons, October 18.—The advance of the Allied troops continues victoriously in Old Servia and the Servian forces have taken Krujevatz and Brousse. A detachment of French and Greek troops has entered the Sanjak of Novi Bazar and the French cavalry has occupied Kalna.

(Reuter's Agency War Service)

Athens, October 16.—A Greek official communique reports:

We have occupied Drama.

London, October 17.—A Servian official communique reports:

We continue to pursue the enemy.

We have occupied the town of Alexinatz and the mountains of Kressibaba and Yasterbatz, capturing 32 guns.

The French have captured Pirot.

German aeroplanes are bombing Nish.

(American Wireless To Reuter)

Washington, October 18.—(Received by French Wireless Station).—The Allies and Servians continue their successful advance northward from Nish. The Servians have captured Krujevatz.

Y.W.C.A. INSTITUTE CLOSES THIS AFTERNOON

Lecture By Mr. T. S. Chen Will Conclude Interesting Week's Program

The Social Service Institute for Chinese women which has been going on during the past week at the Y.W.C.A. closes today.

The enrollment for classes and lectures during the Institute has been satisfactory.

On Friday Dr. Polk spoke on "Morals and Health," followed by a very interesting and instructive lecture by Dr. Y. Y. Tsu on the subject of "Eugenics." Yesterday a large number spent the afternoon at Klangwan, inspecting the Door of Hope, the Old Ladies' Home and the Home for Children conducted by the Anti-Kidnapping Society.

The Institute closes today with a lecture on "Christian Evangelism, the Basis of Social Reform" by Mr. T. S. Chen. The lecture will begin at 3:30 p.m.

GERMAN FLEET SENT TO CONSTANTINOPLE

Twenty Warships Outside Porte To Prevent Turkey Following Bulgaria

(Reuter's Agency War Service)

London, October 17.—According to the Tribune de Geneve twenty warships officered by Germans have arrived at Constantinople from the Black Sea to prevent Turkey following the example of Bulgaria.

The Constantinople correspondent of the Neue Freie Presse states that Tewfik Pasha having failed to form a cabinet, Izzet Pasha has been commissioned to do so.

London, October 17.—Reuter's agency is informed that the Foreign Office possess no news of any further German reply or new political development or that the Turkish Note to President Wilson has yet been despatched to London. It is pointed out that fresh rumors are coming in but the dominating feature of the whole situation is the military situation, which leaves no room for doubts.

To Lay Cornerstone For New Synagogue

Exercises To Be Held Next Sunday With Mr. Simon Levy Delivering Address

The cornerstone of the new Jewish synagogue will be laid next Sunday with appropriate exercises. Mr. Simon Levy will deliver the principal address.

The event will be marked by the publication of a commemoration number of "Israel's Messenger," the first since the paper was discontinued some years ago.

Among the articles in the commemoration number will be a contribution by Judge Charles S. Lobingier of the United States Court for China.

Liberty Loan Total Boosted By Changsha

Additional G.$25,150 Reported By Telegraph, Making Grand Total G.$1,831,000

An additional G.$25,150, reported to the Shanghai Liberty Loan Committee by wire from Changsha yesterday, brought the grand total for North China to G.$1,831,000.

Of the Changsha total, two-thirds of the amount subscribed for bonds came from Chinese.

BRUGES, ROUBAIX, TOURCOING, DOUAI ALL EVACUATED

Great German Retreat Is On From Sea To Douai

FIFTY-MILE FRONT

Allies Have Already Occupied Territory Twelve Miles In Depth

GAIN IN CENTER

British And French Press Enemy Back In New Offensive

THE BATTLE IN BRIEF

King Albert has begun the liberation of his country. The Germans have evacuated the entire coast as far as Zeebrugge, twenty-five miles of the coast thereby being freed. The Allies are now on a straight line from Zeebrugge down to Courtrai, Bruges also being occupied. The Germans have therefore lost their principal submarine bases outside of Kiel.

The retreat extends down to Northern France as well as Flanders. Roubaix, Tourcoing and Douai also have been evacuated by the Germans. The retreat up to the night of the 18th was twelve and a half miles deep on a front of fifty from the sea to Douai. There is no indication of a stand and London believes it will be as far back as the line running through Brussells and Namur to the Meuse.

The new British offensive in the Le Cateau sector is finding hard resistance but has progressed two miles. Americans are co-operating. South of the British attack and west of the Oise, the French have struck, making a continuous offensive from Le Cateau to Ribemont, a front of twenty miles. The French have progressed over three miles. The Germans are also retreating between the Oise and the Serre, further south.

In the Argonne the French have crossed the Aisne in a local attack, while the Americans are advancing beyond Grandpre and have opened a breach to the district northeast of Verdun. Here the Germans have been ordered to hold at all costs and the fighting is desperate.

The goose step goes both ways.

(French Wireless)

Lyons, October 18, 10 p.m.—The 17th of October has been marked by a great victory gained by the Allied armies in Flanders, which has resulted in a great advance to a depth of twenty kilometers on a front of eighty kilometers between the sea and Douai.

The port of Ostend, which was a German submarine base, has been retaken.

Lille, Roubaix, Tourcoing and Douai have been evacuated by the enemy in consequence of the simultaneous outflanking of this important group of towns by the Allies' advance north of the Lys and on the south along the river Sensee.

This vast maneuver has been cleverly executed by the British troops which have thus succeeded in liberating Lille, without making a costly frontal attack, by threatening the Germans with encirclement if they persisted in maintaining their effort to hold the town.

The advance guards of the Allies entered Lille on Thursday morning and the main body of British troops with one battalion of French chasseurs entered the town in the afternoon, accompanied by the administrative authorities.

Salient No Longer Exists

The whole German salient running into our lines between Lille and Douai has now been wiped out.

This great victory has been gained on the whole front from Lille to Ostend.

The Belgian, British and French forces have taken Ghistelle, Thielt

and Menlebeke and the Belgian cavalry is at gates of Bruges.

Further south the British, American and French troops attacked between Le Cateau and Ribemont with full success. Despite the resistance of the enemy our Allies have completed the occupation of Le Cateau and have established themselves on the west bank of the river Serre up to its source.

Further on between the Oise and the Serre the pressure of the French during the last few days has forced the enemy to commence a new retreat.

French Advance West Of Oise

Lyons, October 19, 2 a.m.—The French official communique issued yesterday evening reports:

West of the Oise the troops of the 1st Army this morning took the offensive against the enemy, who was lying in strong defenses, and, as the result of heroic fighting, won fresh successes.

They conquered the village of Menneveret and the Forest of Andigny and maintained their positions, having realised in this sector an advance of more than five kilometers under exceptionally difficult conditions. They reached the outskirts of Hannapes, Verly-le-Grand and Noyal and stormed the villages of Grougis, Aisonville and Bernoville in spite of the furious resistance made by the enemy.

Further south our advance guards continued to pursue the enemy between the Oise and the Serre. We have carried our lines north of Serre-les-Mezieres to the outskirts of Surfontaine and nine kilometers north of Nouvion-Catillon in the region of the confluence of these two rivers. We have occupied over twenty villages and taken a number of prisoners, of which we have already counted 1,500.

On either side of Vouziers our infantry has crossed the Aisne on a front of five kilometers and has obtained a footing on the eastern heights. The village of Vandy and many strongly organised points d'appuis have fallen into our hands, and we have taken several hundreds of prisoners.

Further east the fighting we commenced yesterday has turned to our advantage. We succeeded in making progress in the wooded region between Oisy and Grandpre.

German Report Admits Evacuation Of Towns

(Reuter's Agency War Service)

London, October 18, 3 p.m.—Zeebrugge has been occupied.

News received at Belgian headquarters indicates that Bruges has been evacuated.

London, October 18, 5 p.m.—(By wireless). A German official communique reports:

We have evacuated Ostend, Tourcoing, Roubaix, Lille and Douai.

Two-Mile Gain In Center

London, October 17.—The latest reliable news is that in today's new advance from Le Cateau we progressed two miles. The Allies are now five miles from the Valenciennes-Hirson railway and eight miles from Valenciennes itself. The enemy is probably withdrawing to a line running from Brussels through Namur, to the right bank of the Meuse.

The Allies have captured 90,000 prisoners and 800 guns in the Balkans between September 15 and October 12. Two Austrian divisions and parts of four German divisions are still operating in Servia. As regards the strength of the enemy, it is pointed out in responsible quarters that he has still altogether 200 divisions, and, although he has lost 300,000 prisoners and 4,000 guns on the Western front in the past three months his line in the west is still unbroken. His armies are still intact and there is no general demoralisation, hence it is still possible for the Germans to protract the war for some months. The point is that there is no actual military reason alone at the moment why he should capitulate unconditionally.

Field Marshal Sir Douglas Haig reports this evening that he has captured Douai.

Reuter's correspondent at British headquarters wires tonight that our outposts are east of Lille.

Twelve-Mile Gain

Field Marshal Sir Douglas Haig reports:

The German retreat begun on the 17th under pressure of the armies commanded by the King of the Belgians continued on the whole front between the North Sea and the Lys.

By this evening our advance had reached a depth of twenty kilometers on a front of fifty kilometers.

The Belgians have entered Ostend and their cavalry are at the gates of Bruges.

Belgian cavalry has occupied Ingelmunster.

The French have captured Pitthem, Menlebeke and Wynghene.

Further south the British 2nd Army has occupied the line of the Lys northward of Courtral.

Southwards of that town the British have crossed the river and reached the outskirts of Tourcoing.

Field Marshal Sir Douglas Haig reports this morning:

The enemy delivered a strong local counter-attack at Haussy, pressing us back to the western edge of the village, where fighting is proceeding.

We have made further progress southwestward of Lille.

Attack On Bohain Front

Field Marshal Sir Douglas Haig's communique issued this evening reports:

This morning the British and Americans attacked on a nine-mile front northeastward of Bohain. They met with strong opposition on the whole front and there was heavy fighting all day long.

On the right the British, attacking in close co-operation with the French northward of the Oise, advanced to a depth of two miles across the high wooded ground eastward of Bohain and captured Andigny-les-Fermes. Further north we carried the line of the Selle River on the whole front.

Southward of Le Cateau we made progress on the high ground eastwards of the River, capturing La-Vallee-Mulatre and l'Arbre-de-Guise. On the left flank of the attack we cleared the eastern portion of Le Cateau and established ourselves on the line of railway beyond the town. The enemy held there positions in force, seven German divisions being on the front of attack, and delivered a number of determined counter-attacks, all of which were repulsed with heavy losses to the enemy.

We took over 3,000 prisoners in these operations.

Threatened by the continued progress of the Allies southward of the Sensee and northward of the Lys the enemy is hastening the retreat from the Douai-Lille salient. We entered Douai, having broken the enemy resistance on the line of the Haute-Deule Canal.

Troops of the Fifth Army under General Birdwood, having pressed back the enemy's rearguards with great activity and determination for many weeks, today encircled and captured Lille.

A German official communique reports:

We withdrew our front to a line eastward of Thorout, Coolscamp, Ingelmunster and behind the Lys.

On Oise-Serre Front French Pursue Enemy

Paris, October 17.—The official communique issued this afternoon reports:

Contact was maintained during the night along the entire Oise-Serre front. There has been fairly great machine-gun and artillery firing.

The French official communique issued this evening reports:

The French, co-operating with the British and Belgians, today captured Pitthem, Moulebeke and Winghem despite a vigorous resistance.

The French in the region of the Oise sharply attacked all day long between Andigny Forest and the River Oise and captured Petit-Verly, Marchevenne, Mont Dorigny and 1,200 prisoners.

The enemy furiously counter-attacked west of Grandpre, where we advanced north of Oligny.

Verdun Battle Critical

London, October 16.—Reuter's correspondent at American headquarters wires today:

The American advance whereby the breach in the Kriemhilde position has been widened was made in the face of a very stubborn resistance, including desperate counter-attacks supported by heavy artillery fire. The American gains were accomplished by encircling, not by storming, the objectives. German machine-guns filled the woods and heights and deluges of gas-shells compelled the Americans to fight for hours in gas masks while vast extents of wire which had not been sufficiently cut by our gunfire and which were enfiladed by the enemy, held up the advance. Yet the Americans filtered steadily through to the summits.

A German order states that the Fatherland depends on the resistance in the Verdun sectors. Since the Americans have crossed the Kriemhilde position it is essential to prevent them cutting the German communications which would oblige the entire western line to yield. Hence the best German divisions are densely massed against the Americans.

London, October 17.—The American official communique reports this evening:

We have captured and passed beyond Grandpre, taking a further thousand prisoners.

How Americans Took Grandpre

Reuter's correspondent at American headquarters wires today:

The capture of Grandpre yesterday was accomplished without an artillery preparation. The Germans, with a view to rendering our pursuit more difficult, had destroyed the bridges over the Aire. Instead of bridging the river the Americans forded the shallow stream at four points under a murderous fire and after bitter hand-to-hand fighting drove the Germans out of Grandpre and obtained possession of this important railhead.

Paris, October 18.—The Tirpitz Battery at Ostend has been captured with an enormous amount of material which the Germans were unable to remove.

Violent explosions have been heard in the north, suggesting that the enemy is destroying his heavy batteries.

Americans Open Road Northwest Of Verdun

(American Wireless To Reuter)

Washington, October 18.—(Received by French Wireless Station).—Northwest of Verdun the Americans are in complete control of Chateau Chatillon and hold the key to great stretches northeast of Verdun.

In the Le Cateau sector the Americans and British progressed yesterday and advanced their line to the east of Guise five hundred yards west of Ribeauville and five hundred east of La Vellee-Mulatre.

The Allies have occupied Zeebrugge.

The British and Belgians have taken Tourcoing. Belgian cavalry are pursuing the retreating enemy in Flanders with the object of cutting off their retreat to Ghent. The artillery is following swiftly and carrying out a vigorous bombardment.

British Entry Into Lille One Of War's Dramatic Episodes

(Reuter's Agency War Service)

London, October 17.—Reuter's correspondent at British headquarters reports this morning:

British drums are throbbing through the streets of Lille while our battle patrols are advancing east of the city in contact with the retreating enemy. It has been one of the most dramatic events of the war.

At 4 o'clock this morning the German Kommandatur ordered all the inhabitants to assemble as promptly as possible and they were told to proceed towards the British lines to meet their friends. Meantime the garrison was parading and the sounds of their departing columns soon followed. Their departure was not marked by a single fire or explosion. A British air-man first espied the civilians, brimming over with joy, carrying out the instructions of the Kommandatur and frantically waving handkerchiefs and shawls. He immediately reported that state of affairs and our patrols, advanced and entered the city.

Courtral is apparently the pivot of a double retirement of the enemy northward and southward. It appears to be a methodical and well-organised retreat.

The French and Belgians, pivoting upon Lombaertzyde, are pushing on northwards.

No Allied Communiques Printed In Berlin Press

(Reuter's Agency War Service)

Amsterdam, October 17.—The Berlin newspapers have discontinued the publication of Allied communiques.

Germany Forbids Looting Of Cities

(Continued from Page 1)

ly anticipating a definite announcement, while the newspaper offices were inundated with enquiries over the telephone. The fact that the meeting of the Reichstag had been postponed, coupled with the menacing advance of the Allies in Flanders, created a general disposition to believe that Germany would accept President Wilson's terms.

Tension In Downing Street

There was an air of great expectancy in the lobbies of the House of Commons, where it was even reported that the Government had already received the German reply to President Wilson and a statement would be made in the House of Commons in the course of the evening. The position was that some of the current rumors reached Government circles from other than newspaper sources, their place of origin entitling them to more than casual attention.

While the tension lasted there was much activity in Downing Street and the Foreign Office, ambassadors hurriedly consulting ministers. The official denial issued late in the evening allayed the excitement.

It is believed in reliable quarters that while the German reply will probably constitute a further climb-down, it is improbable that the Central Powers at present will fully capitulate without a further attempt to secure modifications.

Warned To Disregard Rumors

Commenting on the manifold rumors regarding Germany's reception of President Wilson's reply, the newspapers emphasise that the proper course for the Allies is to disregard all rumors and intensify their military pressure. Some of them consider the reports as part of the enemy policy to involve the Allies in a discussion and to create friction among them in the hope of saving something from the wreckage, but all agree that her losses in the field, coupled with her internal troubles, will force Germany to capitulate before long. It is urged that the Allies should hasten to reach an agreement with America on the terms of peace to be imposed on Germany.

Reuter's correspondent at French headquarters, wiring yesterday, remarks:

That the German appeal for an armistice was due to military necessity is proved by captured documents which show that the Germans since July 15 have lost a third of their guns on the West front and a quarter of their entire artillery while they are also gravely short of horses. Moreover the difficulty of their strategic position, due to the break-up of their vast railway system by the general advance of the Allies, is proving a serious menace as their lateral railways are cut by our gun-fire. When the two main lines to Hirson and Mezieres come within range the retreat of the German forces between the Oise and the Aisne will be cut off, if any of them are left

Observance of honored customs and advance-agenting for business are very laudable things, so long as they don't collide with the Municipal regulations, not to mention place a nervous strain on the Fire and Police departments.

Dong Tsz-ching, who is manager of one of the big Hankow Road theaters, was doing a little of all of these. The current moon, according to Dong, is one of peculiar import to the people of the theater. During the first nine days of it the Booths and Eltinges of the Chinese stage are busy chin-chinning and laying tribute before the shrine of the patron deity of the drama. Following this there are processions and grand conflagrations of joss paper. After which the season is supposed to go successfully on, the cabbage and bad egg crops failing miserably.

Well, Dong said, the nine days were over and he opined that for the finish a whopping big bonfire of sham sycee and a big display of lanterns before his playhouse was due to bring results. They did. The first response to Dong's blaze arrived in the shape of a company of the Fire Brigade. Another effect of his devotions became evident immediately afterward when a detail from Louza Police Station dashed breathlessly up. Both were prepared to engage in desperate combat with the fire-fiend and when they discovered what was really up they seemed annoyed, the more so as it was then 2 o'clock in the morning.

Dong explained these things in the Mixed Court yesterday and as the sincerity and innocence of his purpose in touching off the joss paper was evident the Court acquitted him, instructing him solemnly to be less enthusiastic in his ceremony next year.

Lifting The Mortgage—A New Way

Whether it was a protracted siege of insomnia or just a financial crisis does not appear in the records. Anyway, some time ago, Sung Yok-van mortgaged his bed. The mortgagee was Tsung Ah-kaung who lives in Fukien Road. The records do not show either whether Tsung made a regular business of advancing money on household chattels or whether visitors in the house necessitated the temporary installation of additional sleeping accommodations. Be that as it may the bedding of Sung was moved into Tsung's residence and put into use and the incident seemed closed. Then Sung's insomnia left him, or else, the financial situation still being critical, the excitement of searching for soft corners in alleyways began to pall. One of Tsung's servants caught him tiptoeing out of a back door with his erstwhile bunk under his arm.

"It is true that I mortgaged the bed to Tsung," said Sung. "I could not pay to redeem it and I wanted to use that bed."

The court decided that Sung did look as though he needed sleep and ordered the jailer to reserve a quiet cell for him for three nights.

At Low Rates

Some people are never satisfied. Three weeks' board and lodging for 8 copper cents in these times is not to be sneezed at, especially when the 8 cents belong to somebody else. Tsang Ken-ts was the dissatisfied party to the arrangement. The coppers were those of Tsen Kah-sz. True, Tsen was not at first agreeable to the transaction either, but if he had not been annoyed by discovering Tsang's hand in his pocket he never would have raised any objection. And anyway it was Tsang whose exasperation was most apparent. As he left the dock in the Mixed Court you could tell that he was not going to enjoy those three weeks in the least. Perhaps it was because he hadn't been allowed to select the hostelry.

German Born Led Alien Nationalities In U.S. War Loan

Washington, September 5.—America's foreign born population—immigrants within the last generation, and Germans particularly—poured out their savings for Liberty bonds of the third loan more generously, in consideration of their limited financial ability, than native citizens.

This is indicated by a Treasury report, estimating subscriptions of citizens of 38 foreign nationalities at $741,437,000, or nearly 18 percent of the $4,176,000,000 total of the third loan.

The number of bond buyers was estimated at 7,061,000, or 41 percent of the 17,000,000 on the roll of subscribers, and the average subscription among the foreign speaking population was calculated at $105. Germans made the biggest record of all nationalities.

Huge Total Poured In

Subscriptions actually reported and tabulated by nationalities amounted to $407,790,000, but it was estimated this sum represented only about 55 percent of the total, much of which was included in the big stream of general subscriptions without designation of the subscriber's nationality.

This record was cited by the Treasury today in support of claims of enthusiastic patriotism apparent among the nation's foreign born citizens during past loan campaigns. In nearly every city and town having many recent immigrants selling committees already have been formed in preparation for the fourth loan campaign, which will open September 28. This organisation work is supervised by a section of the Treasury's loan bureau, directed by Hans Rieg, an American of German descent, who speaks more than a dozen languages.

German Born Top List

After the Germans, the Italians, Poles, Bohemians and Jews turned in the greatest amount of subscriptions. The Jewish record, however, is believed to be insufficiently represented by the $16,737,000 reported.

By nationalities, subscriptions included the following:

German, $87,295,000; Italian, $52,247,000; Polish, $37,583,000; Bohemian, $31,750,000; Jewish, $16,737,550; Hungarian, $8,246,000; Greek, $6,838,000; Swedish, $6,011,000; Norwegian, $5,987,000; Lithuanian, $4,334,000; Jugo-Slav, $4,200,000; Russian, $2,599,000; Danish, $2,353,000; French, $2,107,000; Portuguese, $1,711,000; Slovenian, $1,569,000; Syrian, $910,000; Belgian, $875,000; Armenian, $393,000; English, $337,000; Chinese, $285,000; Rumanian, $272,000; Albanian, $230,000; Swiss, $220,000; Finnish, $191,000; Croatian, $153,000; Servian $142,000; Ukrainian, $129,000; Assyrian, 90,000; Hollandish, $80,000; Scandinavian, $72,000; Lettish, $40,000; Japanese, $28,000; Ruthenian, $13,000; Scottish, $5,000; Bulgarian, $2,000.

Bankers' Association Opens New Building

The opening ceremony of the Bankers' Association established by leading Chinese Banks in Shanghai took place yesterday in its new home, 3 and 4 Hongkong Road. Throughout the day more than 400 foreign and Chinese guests attended the opening and inspected the buildings.

Representatives of the Allied Consulates and the foreign banks in Shanghai and delegates from the Civil and Military Governors of Kiangsu, the Defense Commissioner and other local authorities were present. Mr. Sung Hang-chang, manager of the Bank of China and chairman of the association, and Mr. K. P. Chen, manager of the Commercial and Savings Bank and Vice-chairman, headed the receiving line and were assisted by the managers of the ten other banks of the Association.

Former Local Man Interned In New York

Ernest Krohn, secretary of an I.W.W. branch whose headquarters was at 74 St. Mark's place, New York City, has been interned. After his arrest he characterised his associates in the I.W.W. as "freaks and dreamers." He asserted that he joined the organisation for his own purposes. He boasted of "knocking down" $40 or $50 a week from the funds. His salary was $14 a week.

Krohn was born in Konigsberg forty-three years ago. He came to the United States from Shanghai in 1903 on the collier Saturn. He worked in many parts of the country as a mechanist. Krohn asserted that he was indifferent whether Germany or the Allies won the war. He did not register in the enemy alien registration.

Belgian War Funds

Belgian Wounded Soldiers' Fund

Messrs. J. D. Clark	$10.00	+ Frs. 5.15
D. Dumont (September)	10.00	
L. Uydens (Ningpo)	50.00	
Shanghai Lawn Tennis Association per V. H. Bourne, Esq.	242.00	
	$312.	+ Frs. 5.15 = Frs. 1,613.15

transferred on the 19th October, 1918.

Belgian Red Cross Fund

H. Wilden Esq.	$5.00	
Boys of the Village (Tainan)	90.30	
Part proceeds of raffle and auction "Un Pari"	15.00	
	$110.30 =	Frs. 531.50 transferred

on the 19th October, 1918.

Belgian Relief Fund, 31st List

L. J. Graves, Esq.	$23.00	
Nelle (October)	50.00	
D. S. Gubbay, Esq.		Tls. 11.68
Personnel Chinois du Credit Foncier d'E-O	5.30	
Nelle (November)	50.00	
	$128.30	+ Tls. 11.68 = Frs. 694.20

transferred on the 19th October, 1918.

D. SIFFERT.

British Red Cross Society

L. K. Zih	£500	
F. D. K. Farnan	5	
	£505	
	Tls.	
In hand	181.52	
G. Tudhope (Oct.)	25.00	
	Tls. 206.52	
$1,389.36 at various rates	1,016.49	
£319.15.4 at 5/2⅝	Tls. 1,223.01	

Part Proceeds, French A. D. C. production of La Fille de Madame Angot $1,000.00

A. Braud	30.00
"Nicia"	10.00
"Viator"	50.00
Proceeds of an "At Home" at the S.M.C. Sanatorium, Mokanshan, July, 1918	120.00
½ Proceeds Raffle of Bedspread	50.00
"In memory of Mrs. Brodhurst"	100.00
N. Wells Henderson—Sale of one Pointer Pup	20.00
Difference in Exchange	9.36
	$1,389.36

Drafts for 1824.15.4 have been remitted by me to London.

(Signed) A. G. MAJOR, British Consulate General.

An Apology!

We much regret to have to inform our customers and friends that our long expected shipment of

JOHN B. STETSON HATS

has not arrived, although shipping documents were received covering the consignment by the Chicago Maru which arrived this week. A further announcement will be made later this month as soon as we know exactly when the hats will arrive.

SILBERMAN'S No. 1 B Broadway (opp. Astor House).

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Bonds bearing interest from October 16th, 1918,
Payable Quarterly in Shanghai

Subscriptions received at all the Banks up to November 22nd

SUBSCRIPTION FORM

NAME .....

ADDRESS .....

BONDS TO BE { kept in Bank's Head Office under my name in safe custody:
sent to ..... (address of Bank or individual) handed to me in Shanghai.

(In the two last instances the heavy insurance and other expenses are to be paid by subscriber).

AMOUNT SUBSCRIBED: { Fcs. .....
or Tls. .....
or $ ..... } See foot note (I)

QUARTERLY COUPONS TO BE { used in purchases of new war securities:
paid in to ..... (address Bank or individual) handed to me in Shanghai.
Shanghai (date),.....
Signature of applicant.

(I) The tael or dollar, amount will be transferred in francs at best rate. For instance:

Subscription for Fcs. 10,000 nominal, i.e., at francs 70.80 per 100 francs nominal ..... — Fcs. 7,080.00
(at rate of exchange say 6.50) ..... — Tls. 1,089.23
or (at say Tls. 74 per 100 dollars) ..... — $ 1,471.93

N.B.—Subscriptions to any amount (from 4 francs income, i.e., Fcs. 70.80 net capital) received by banks, to which please send this form duly filled up.

Facilities for payment granted against margin.

As the banks must settle exchange forward on deferred payments, the exchange rate offered for bonds purchased on this plan will not be so favorable as on cash purchases.

(This space contributed for the winning of the war by Gaston, Williams & Wigmore, Far Eastern Division, Inc.)

Vice-Presidential Election Hinges On Issue Of South

Peking Militarists Want Immediate Elections, Peace Party Favors Postponement To Please Canton

(From Our Own Correspondent)

Peking, October 16.—Today is the day appointed by the remnant of members present at the session of the Electoral College on the 9th for the election of the vice-president, but it seems to be quite certain that there will be no election. The general accord that seemed to prevail here when Mr. Hsu Shih-chang was elected to the presidency very quickly disappeared, and at the present time there is disagreement on a number of points, chiefly on the election to the vice-presidency, which is a key question.

In the main there are two parties, one contending for an immediate election and the other contending for a postponement. The party that wants an immediate election frankly bids defiance to the South, and would in all probability elect a northern general to the vacancy, most likely General Tsao K'un. The Fabian party would wait until after an agreement has been reached with the South, if such an agreement is ever reached by this Government.

The Fabians include Mr. Liang Shih-yi and his group of about 110 followers in the two houses, and a few scattered members of small parties. The contention of these is that if an election be held now it will almost certainly end in the election of a northern military man, and this will entirely estrange the South and nullify what success has been attained by unofficial negotiation towards a reconciliation. The whole attitude of Mr. Liang Shih-yi since he re-entered politics has been one of friendliness towards the south, an attitude entirely consistent with the accepted view here that personally he has reached an accommodation with the South and is striving to bring about a general accommodation.

In order to compel the postponement of the election on the 9th Mr. Liang's lieutenant, Mr. Chow Tze-chi, gave a big affin at the Zoological Gardens to which all members of both houses were invited, and by this means a quorum was rendered impossible. For today, the inaugural meeting of a new society has been arranged in Tientsin. The new society is the Society for the Promotion of Domestic Peace. Its membership includes practically all Mr Liang's parliamentary followers, and they have nearly all of them gone to Tientsin for the inaugural meeting already. That means, of course, that there will probably be no quorum at today's session.

The party that favors an immediate election is the Anfu Club and the supporters of the militarists. The Anfu Club showed signs of division on this question a few days ago but the division has apparently been healed, and now the newspapers devoted to the interests of the Peiyang party are speaking confidently of holding an election today. This morning's leading article in one of these papers goes further and forecasts the election of General Tsao K'un. The wish is certainly father to the thought, for outside the ranks of the party there is very considerable doubt whether an election will be possible.

The immediate-election party, as indicated, consists of the military group and its followers. It is also reported that President Hsu holds the view that an election should be held as soon as possible. Yesterday Mr. Hsu received in audience Mr. Liu En-ke, Deputy Speaker of the House of Representatives, who, it will be remembered was accepted as Deputy Speaker practically on the nomination of General Chang Tso-lin. Mr. Hsu expressed to Mr. Liu the opinion that the earlier the election the better. Very shortly afterwards Mr. Hsu received in audience two delegates from General Chang Tso-lin, and these two men conveyed to the President the views of General Chang, amongst which are a strong belief in the necessity for an immediate election.

Mr. Hsu must see that to carry through an election, especially one that will place a Northern general in the vice-presidency, will make any hope of reconciliation with the South extremely exiguous. It is said that the three Yangtsze Tuchuns have already telegraphed to the Government stating that if a Northern general is elected to the vice-presidency they will declare their joint independence of Peking, which practically means, of course, that they will throw in their lot with the South. The situation does not get any brighter.

News Brevities

Mr. Chen Ti-sung, of the China Continuation Committee, Peking, will speak on "The Real Hope" this evening at 7:30 o'clock at the Chinese Y.M.C.A.

• • •

Two men arrested as armed robbers in the Louza district were before the Mixed Court yesterday, the case being remanded for one week. One of the men was captured by a Chinese Police Constable as he was fleeing from the scene of a robbery.

• • •

Mr. Ed. Everett, United States Postal Agent, who has been in Vladivostok for the past few weeks establishing a postal agency for the handling of mail for the American Expeditionary forces, left here yesterday and is expected to arrive in Shanghai next Friday.

• • •

The business of the late Mr. C. Bianchi, confectioners, will be carried on under the supervision of Mr. A. Grossi, assistant of the late Mr. C. Bianchi and for ten years expert in the trade.

• • •

Seven dwellings on Markham Road Extension, Chapei, were badly damaged yesterday afternoon by fire which swept through the entire terrace. The Shanghai Brigade aided Chapei firemen in stopping the blaze. The brigade was called out yesterday morning at 8:12 for a small fire in a dwelling off a Peking Road alleyway. Burning joss sticks caused the blaze. There was little damage.

• • •

H.B.M. Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc. from Mesdames W. E. Wilson, Gutforth, Lang, L. Garner, G. J. Turnbull, M. L. Cross, M. Apenes, Messrs. Butterfield and Swire, Rodger and Haskell, Maitland & Co., The Shanghai Club, Messrs. F. L. Marshall, P. Fowler, P. L. Bryant, P. Lessner, W. L. Williams, J. W. Dovey, H. H. Ladd, G. W. Waite, C. S. Speyer, V. I. C., W. H. E., and "Anon." The courtesy of the Agent of the Russian Volunteer Fleet in arranging for the transit of sacks of books and magazines for the soldiers at Vladivostok is much appreciated.

TUNGHSIEN SCHOOL ENTERS NEW PERIOD

Becomes With Other Institutions Part Of Reorganised Peking University

(From Our Own Correspondent)

Peking, October 16.—The Lu Ho Middle School, at Tunghsien, Chihli well known for the last generation as the American Board Preparatory School at Tungchow, near Peking, from which students of this Mission entered the former North China Union College, also at Tungchow, now enters upon a new period of development.

The College has been transferred to Peking, having become through its faculty and students one of the factors in the reorganized Peking University, the institution now conducted jointly by the Methodist, Presbyterian, London and American Board Missions. This leaves the buildings and campus at Tungchow, now officially Tunghsien, for the entire use of the Middle School, and gives the Middle School an opportunity for self-development not possible while it was under the shadow of the higher institution.

The congregational churches of Chihli which control the Middle School have determined upon one fully equipped Middle School for their communities in this province, and have laid plans before the American Board which call for enlarging development with special emphasis on the departments of Chinese, English and industrial education. The unusually beautiful and healthful situation make it possible to care for students in the best possible way during the important period of adolescence near Peking yet far enough away to safeguard from the temptations of city life, the school should be able to give a rich training in all lines and special facilities in moral development. It is hoped that a staff of at least four foreign instructors can be secured so that in scholarship the highest standards of American High and Preparatory Schools can be maintained.

On October 14, special exercises were held at Tunghsien to celebrate the independent establishment of the school and the inauguration of Rev. Harry Stratton Martin as principal. Mr. Martin is admirably prepared for his new work. In addition to years of experience in America as principal of an academy in Minnesota he has had seven years experience in the educational work of the American Board in Peking, while his furlough in America last year gave him opportunity for further special study. During his furlough Mr. Martin was able to gain the interest of Broadway Tabernacle, one of the most important of American Congregational churches, of New York, for the new enterprise. Members of Broadway Tabernacle, which supports Mr. and Mrs. Martin on the field, have undertaken to raise funds for new buildings. The first of these is to be a center for the social life of the school with rooms for the departments of Chinese and English.

The attendance at the School is limited to one hundred for this first year. There is an admirable spirit in the student body.

Obituary

Mr. Ciao Bianchi

Funeral services of the late Mr. C. Bianchi, proprietor of the Bianchi Confectioners, took place yesterday afternoon. The religious ceremony was performed at the St. Joseph's Church. The Rev. Father E. Maumus, Procurator of the Kiangnan Mission, officiated.

The procession from the Church to the Bubbling Well Cemetery was impressive. Several scores of wreaths decorated the hearse, behind which marched many sympathetic friends. The chief mourners were Mr. N. C. G. de Rossi, Consul-General for Italy, Mr. A. P. Ferrari and Mr. A. Grossi.

The bier was borne to the graveside by six personal friends of the deceased. M. D. Brunetta, president of the Italian Club, delivered the funeral oration at the graveside following the reading of the service of Father Maumus.

Floral tributes were sent by the Cercle Francais, the Circolo Italiano, the Worshipful Master, Officers and Members of the Ancient Landmark Lodge, Mass., Cons., the Keystone Royal Arch Chapter, the Nestle and Anglo-Swiss Milk Co., the Italian Society of China, Camera di Commercio Italiano, Denis Chemis, Mme. V. S. Pozzecco, G. Calavitis and family, L. Paul, T. Toledano, E. A. Barnard, T. Ward, Mr. and Mrs. Walter Harvey, Mr. and Mrs. L. Ladow, Mrs. S. Dietrich, Mrs. O. Jenssen, Mr. and Mrs. A. E. Lauro, Mr. Grisoni, J. MacDiermish, E. Bertes, S. Cancan, Mr. and Mrs. G. D. Musso, Mr. and Mrs. A. T. Ferrani, Mr. and Mrs. H. Kammerling, Mr. L. A. Levy, A. Grossi, Giulio Giaconi, Kee Fah, Wong Hong-lu, Kan Yuen, Chen Shan-chwang, Liang Tu, Shin Kee, Chang Kee-chong, Zih Ah-pao and "Shop Boy" and others.

Mrs. George F. Fitch

The funeral of the late Mrs. George F. Fitch, who died at Kuling last Saturday, will take place at Pahsienjao Cemetery next Tuesday afternoon. The hour has not yet been fixed and will be announced later.

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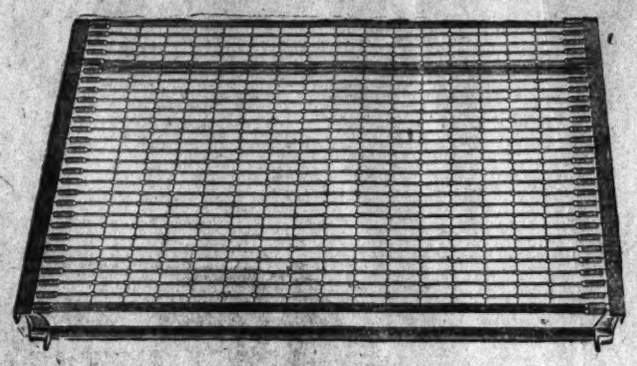

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SIMMONS Spiral Spring Mattress in two sizes 3ft. 6in. and 5ft. wide containning 120 continuous wind spirals.

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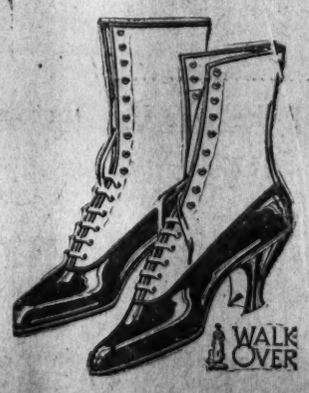

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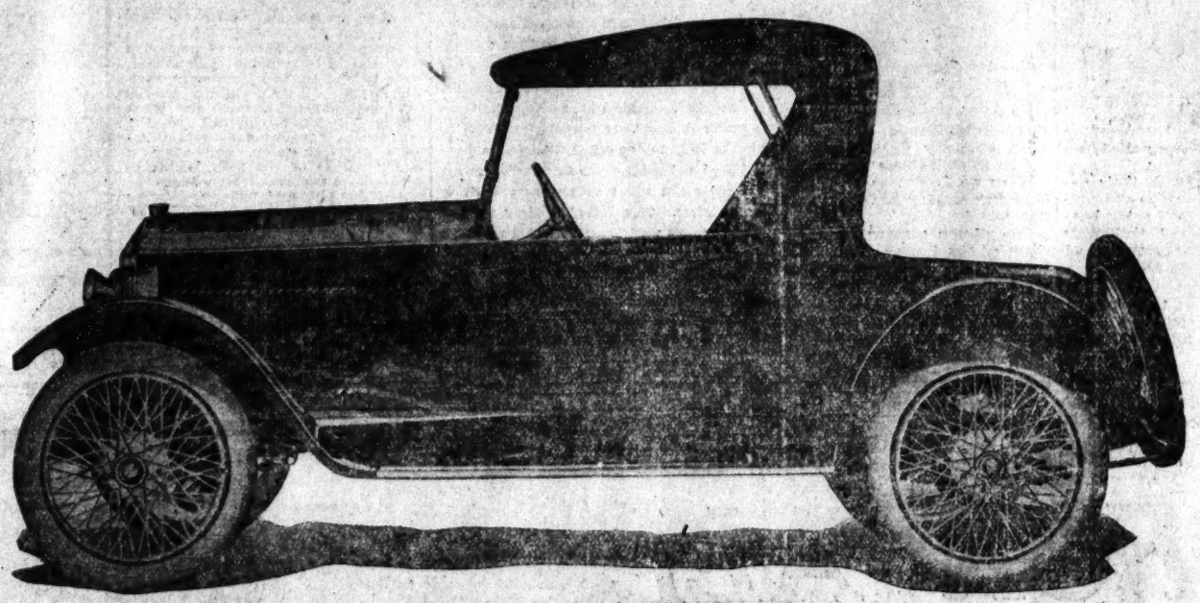

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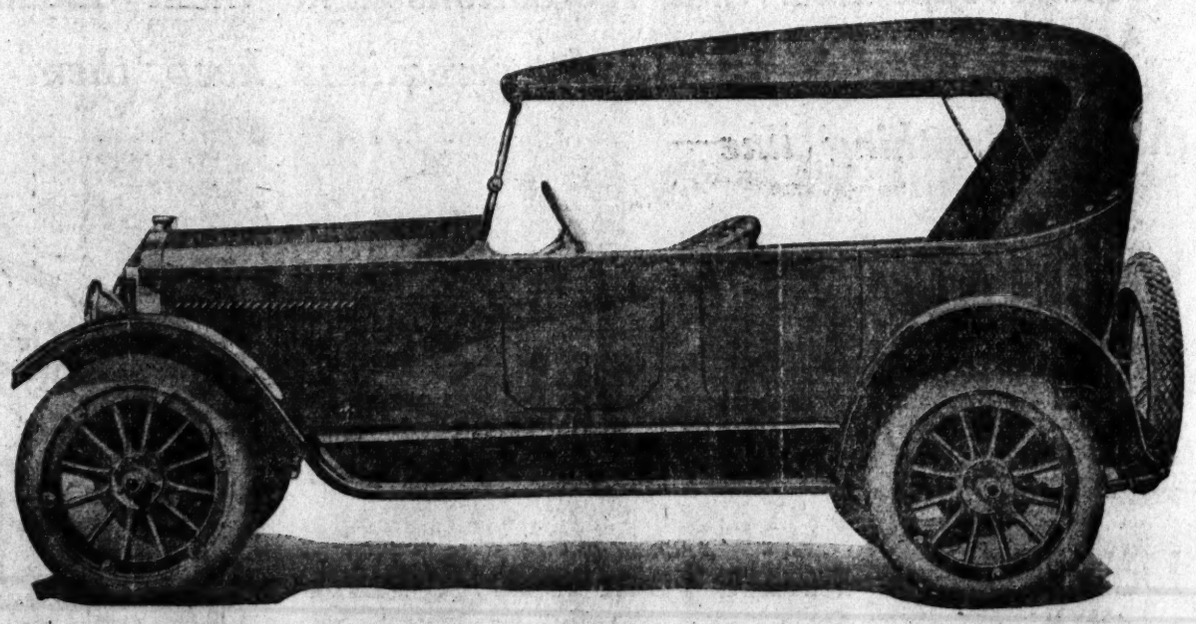

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MONEY TALKS AS BIG WAREHOUSES JUMP INTO BEING IN FRANCE

Rival Engineer Companies Get Structures Up In Record Time

8½ HOURS SEES JOB DONE

Mess Shack Banquet Of Roast Pig Winds Up Competition That Judges Decide Is Tie

(From The Stars and Stripes, August 16)

A few days ago two companies of different construction engineering organisations stationed at Gievres decided that they would break up the endless S.O.S. monotony by pitting their respective building methods one against the other.

Here is how it happened: Sergeant Kenney, of Company C, —Engrs., and Sergeant Douglas, Company C, —Engrs., are arguing about the many virtues of their own outfits as builders. Of course, money talks just as much in the S.O.S. as it does up in the trenches, and a base port crap game, as has every natural result of the argument, their altercation was a foregone conclusion, each sergeant betting that his outfit could build a warehouse faster than the other.

Both companies got busy immediately. Sixty-two men (that means Americans and not Chinks or other Mongolians) of each organisation began work on a type C warehouse at 3 o'clock one afternoon and performed unheard of feats in construction. To those who have never been introduced to a type C warehouse, it might be well to reveal the mystery before going on. This building is 294 feet long, 50 feet wide, has 21 bays in it, is roofed and the ends closed in with corrugated iron plates, every one of which must be nailed to the rafters.

At 6 o'clock of the first day each outfit had finished about eight bays.

Something Doing Every Minute

During the night Sergeant Kenney worked out on paper every construction detail so that every available man would be employed every minute the following days. Besides this, the sergeant whispered about that here was a splendid opportunity to increase the much depleted finances of the company while defending its honor and skill, and forthwith a mighty sum was raised.

Next morning he presented himself and 1,524 francs to Sergeant Douglas, urging the latter to cover said amount with good money. I don't know just exactly why, but the additional "beaucoup francs" were left uncovered.

The ship builders over in the States or the magicians of India have nothing on the Engineers when the latter have cleared the ground for a record. Never before in the annals of the S.O.S. have buildings taken form so speedily as did those under the hammers and saws of these two betting companies. There was a constant stream of uprights, rafters, and corrugated iron going into the building areas, and the noise from the roofs sounded like a veritable Bedlam.

At 11:30 of the second day Sergeant Douglas's company seemed to be a few bays in the lead, and the work was about three-quarters finished. I don't believe that either company ate much chow at their noonday mess; they were too full of excitement and plans for those 200 francs.

Warehouses Jump Into Place

At 1:30 both gangs were at it again with increased vigor; the warehouses just seemed to call themselves together and stand up.

At 2:45 Sergeant Kenny's company had overtaken the other and seemed, if anything, to have a little edge on the latter. We'll admit that killing Germans does become exciting at times but it can't have much on slapping wood and iron together under betting pressure. Those old corrugated iron plates didn't have a chance to cause trouble; they were nailed down without a gasp.

At 2:55 both buildings were about completed and scores of men began to scramble off the roof. It was impossible to tell who was ahead. One man was so excited that he couldn't move off his ladder when the whistle blew. Every man in his company knew that his bunch had won the bet, but the finish was so close that even the neutral official judges were unable to declare a winner.

In just eight and a half working hours 124 men had constructed two warehouses 294 feet long.

In order to show each their appreciation of the other, the contending companies pulled off a big banquet in the mess shack, their betting ardor being subdued by roast pig and other delicacies.

[It is our sad duty to announce that the above story, betting and all, was written by a chaplain. Thanks, Chaplain.—Editor.]

U. S. SEIZES VIRGIN ISLAND NAVAL BASE

Strategic German Possession In St. Thomas Harbor Taken By Palmer

Washington, September 11.—A potential German naval base in the Virgin Islands has been seized by the Alien Property Custodian and will be used for the needs of the American Navy and Customs Department. The base consists of land, buildings, wharves, warehouses, large water tanks and cisterns, lighters, loading paraphernalia and coaling facilities formerly owned by the Hamburg-American Steamship Line.

In announcing seizure of the marine plant, which is located at St. Thomas, Alien Property Custodian Palmer said that Germany considered it admitted of possibilities as a naval base "was shown by the fact that their principal buildings commanding the harbor is of re-enforced concrete and the plaza in front of it is said to have an eight foot foundation of concrete, fit for gun emplacements."

After the United States acquired the islands from Denmark, and when it appeared that it would declare war on Germany, Mr. Palmer said, the Hamburg-American Line agent, who also was the German consul, "sold" the plant to the line's lawyer, a Danish citizen named Jorgensen. The sole consideration mentioned was a note for $270,000 which Jorgensen was said to have given the German company. This note was payable three months after date, and renewable every three months until after the war, bore no interest, Mr. Palmer said.

Daewin O. Curry, the Alien Property Custodian's representative at St. Thomas, learned of the transaction and Jorgensen finally executed a deed to the Alien Property Custodian, but not, Mr. Palmer said, until after he had protested and sought refuge in his Danish citizenship. The Alien Property Custodian assumed whatever obligations were attached to the note Jorgensen had given the German company and the note itself was seized.

One of the reasons for the purchase of the Danish West Indies by United States was the fact that St. Thomas offered a natural base for the defense of the Panama Canal, and it is the intention of the Government to fortify the harbor and establish a naval station there.

Horses Worth $50,000,000 Sent To Battle Annually

Necessity of sending hundreds of thousands of horses to France for the American artillery units and of establishing hospitals for the treatment of wounded animals is emphasised by Dr. W. O. Stillman, head of the Red Star Relief, in bulletins upon the work of the organisation. He reports that the Germans have lost many batteries of field pieces through lack of animals to haul them to safety during Allied advances, while fewer guns had been lost by the British, prior to the last great German offensive, because they had immense numbers of horses.

Figures compiled by the society show that there are 4,500,000 animals in use by all the armies in the war, and that the losses on the Western front alone have averaged 47,000 a month. On a three-mile front at Verdun the French lost more than 5,000 horses. About 1,500,000 American horses and mules have been bought by the Allies and transported with large losses. Some 33,000 have died on this side after purchase and 6,000 have died on the ships. The value of the animals shipped abroad last year was more than $50,000,000 and the loss during a month of heavy fighting is about $1,500,000.

"Fighting units can deal only with well animals. As soon as a horse becomes sick, diseased, shell-shocked, or wounded it must be removed to the rear and a sound, vigorous animal sent forward to take its place. Thousands of animals are in the hospitals at one time. They must be cured as quickly as possible to take the places of the injured which are certain to reach the hospital. Behind the British lines animal hospitals are everywhere. To the left, to the right, there is a hospital not more than four miles away, and eight miles away from each is another. The Royal Society for the Prevention of Cruelty to Animals has hospitals for 10,000 horses and mules. A field hospital is no mere stable shack. It is a group of well-designed buildings, complete with operating-rooms, operating equipment, ambulances, forage barns, cooking kitchens, quarters for the staff, and every other detail necessary for curing and restoring thousands of wounded animals. It must have an ample staff of veterinarians and helpers—not mere stablemen, but men with experience in animal hospital work, who can bandage a wound or give a hand to the veterinarian who is performing an operation. They are saving 80 percent of the horses and sending them back to their batteries again."

There are about 22,000,000 draft animals in America, and the estimates are that an American army of 2,000,000 men will need about 750,000 horses for draft purposes and mounts, and several hundred thousand more to replace the losses of battle. Fifty ships a month are necessary, we read, to maintain this force of draft animals at highest efficiency.

THE NERVES AND INDIGESTION

Some Notes And A Suggestion

A great number of people are at the present time suffering from nervous indigestion. The cause is often easily traced to worry, overwork, lack of exercise, some nervous upset or a general run-down condition of the system. Among school children overstudy or badly ventilated rooms will start the trouble. It is a disease of the nerves rather than of the digestive organs and it should be corrected by building up the blood and so giving needed nourishmnt to the nervous system.

For this building-up process Dr. Williams' pink pills have proved most effective in numerous instances, as they are known to purify and enrich the blood. With this tonic treatment by Dr. Williams' pink pills there should be combined proper rest, some recreation and abstinence from stimulants. As the nerves receive more nourishment through the blood which is being enriched so the symptoms of nervous dyspepsia become less distressing, and after a steady course of the pills health is restored. In cases where there is loss of weight, and pallor indicating weakness of the blood Dr. Williams' pink pills are especially suitable.

Start to build up your own health and strength now, for any dealer can supply you with Dr. Williams' pink pills for pale people, and they are also obtainable, post free, one bottle for $1.50, six for $8.00, from the China offices of the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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U-BOAT'S SHRAPNEL RAINS ON SHIP'S DECK

Women And Children In Lifebelts Line Rail During Two-Hour Bombardment

SAVED BY AMERICAN CHASER

Captain's Zigzag Maneuvering Prevents German Making Direct Hit

An Atlantic Port, August 30.—The first account of the attack on a passenger liner bound for a South American port with 350 passengers on board, including 100 officers and men of the United States Navy on their way to join the South Atlantic Fleet, was brought here today by a British steamship which touched at a West Indian island where the passenger ship was coaling.

For more than two hours the U-boat shelled the vessel with shrapnel as well as solid shot in an effort to sink her before help could arrive, as the German commander could hear the S.O.S. calls going out and his gunners could not shoot away the wireless apparatus. The men, women, and children, all wearing lifebelts, stood by the lifeboats on the top deck until the shrapnel fell so thickly that the Captain ordered them to go below to the next deck, where there was more shelter. For thirty miles the steamship maneuvered at top speed while the shells fell about her. Twenty-five American seamen went below into the stoke hole and worked with the ship's crew to get every pound of steam possible. When nearly all on board had given up hope a United States destroyer came to the rescue, and the U-boat dived out of sight. After the excitement was all over the passengers went to the bridge and congratulated the Captain, to whose skill and judgment they owed their lives. He replied: "God did it. God alone can perform such miracles."

Story Of The Attack

The following is an account given by an American engineer, who was one of the first cabin passengers, to the Captain of the vessel who brought it here today:

"About 8 o'clock in the morning, when the ship was about 150 miles off the Virginia Capes, I was walking on the top deck to get an appetite for breakfast, when a quartermaster, who had just come down from the bridge, pointed to a low-lying craft about three miles away on the port side, and said: 'Do you think it is a submarine?' Before I could answer his query," the American continued, "there was a flash and a puff of white smoke, and a solid shot dropped into the smooth sea within twenty feet of the ship's side amidships. The Captain, who was on the bridge, thought that it was an American patrol boat which was not quite certain of our nationality and had tried to fire across our bows as a warning to stop. Seen through the glasses in the bright sunlight, the stranger had the appearance of a small destroyer. She had one tall funnel and a small superstructure forward resembling a bridge. We had stopped immediately after the shot was fired, and as the stranger craft approached shrapnel shell was fired from her bow gun, which burst right over the bridge.

Disguise Falls Away

"At the same time her funnel and bridge arrangement toppled down, and we could see that she was a German submarine, disguised with a canvas funnel and superstructure to resemble a patrol boat. The after gun on the deck of the U-boat opened fire, and several shells were aimed at our wireless apparatus to cripple it so that we could not call for help. The Hun gunners were bad shots, and our operator in his little house on the top deck kept sending S.O.S. calls. The shrapnel fell all about the bridge and rigging of the foremast and on the deck like rain from stem to stern. No answer came to the calls for help, and we all began to feel anxious about our fate as the submarine continued to fire shell after shell from both guns. By this time the Captain had decided that the only way to save his ship was to go at full speed and change direction as often as possible to thwart the enemy's aim With the aid of twenty-five American sailors in the stoke hole the vessel got up a speed of fifteen knots and answered her helm like a top. As we were beginning to despair of getting any assistance in time an answer came which read: 'This is a land station. Four destroyers are rushing to you.' The good news was circulated rapidly among the passengers on deck, and one American woman went into the drawing room and rattled off a number of patriotic airs on the piano, which had a cheering effect on everybody. Our chief anxiety was whether we could stay afloat until help arrived. One shell exploded with a nerve-racking scream right over the deck, throwing five of the passengers flat on their faces. One piece of shrapnel the size of a hen's egg struck the Captain on the back as he was standing by the steering wheel on the bridge, but did not scratch him. We examined the piece afterward when the excitement was over, with other lumps of metal left on the decks by the Huns.

"The passengers were ordered to stand by the lifeboats with their lifebelts on and not to take any baggage. The officers and men of the American Navy had their belts on too, and wore only their trousers and flannel undervests, so that they would be ready to help save the women and children when the boats were lowered away. Everything was done quietly and in an orderly manner. The women were calm and the children gazed in wonder at the exploding shells. Passengers who were asleep at the time of the attack came on deck with lifebelts buckled round their bathrobes, and did not go below again. Some passengers said that it would be of no use to get into the boats because the Huns were firing on helpless women and children, and would surely shell us when we left the ship, especially as we had officers and men from the navy on board.

American Destroyer Arrives

"The shrapnel shelling became so heavy that we were ordered off the deck to take shelter in the saloons below. The gunners aimed at us frequently with solid shot, but could not hit the ship apparently because of the zig-zagging.

"Two hours had passed, and all hope of being saved had nearly gone, when the lookout in the crow's nest yelled: 'Smoke on the horizon on the starboard quarter!' The Captain looked through his glasses, and said he thought it must be the American destroyers coming to our rescue. A few minutes more and there was no doubt of it. A big destroyer was coming at a speed of forty knots, and was within five miles of us. The submarine could not see the warship coming, and fired on with both guns. The commander of the destroyer saw the enemy craft, and got up under the lee of our ship till she was close up. Directly the Hun commander saw the game was up he submerged just as the destroyer swung with such a way on that she could not stop. My, how our people did yell and cheer to see the Stars and Stripes flying at her stern. It was the most thrilling moment of our lives.

"After all the danger was over many of the women and not a few of the men wept when they thought of the danger they had escaped, and I think there were very few who did not agree with the modest ship Captain when he said in reply to our thanks that it was God, and God alone, who could do such miracles."

Mail Notices

MAILS CLOSE

For Japan:
Per N.Y.K. s.s. Yawata M. Oct. 25
For U.S. Canada and Europe:
Per C.M. s.s. Nanking.... Oct. 27
For Europe, etc:—
Per M.M. s.s. Dumbea.....Oct. 23

MAILS DUE.

From U.S. and Canada:
Per N.Y.K. s.s. Suwa Maru Oct. 26

Will Test Sanity Of German Woman

Released with a caution in the Mixed Court Friday morning after being charged with assaults on other women, Mrs. Grete Mollitor, a German woman living at 25 Dent Lane, was arrested again in the evening after an attack on Miss L. Rodriguez on Woosung Road. She appeared in the Mixed Court again yesterday before Assessor Ros and Magistrate Yui and was ordered taken to the General Hospital for observation and examination by Municipal physicians. Question of her sanity had been raised at the previous hearing. In the event of her being found insane the secretary of the Relief Fund will be called on to make provision for her, according to the court's order.

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Special Light Saucepans
Wonderful Value.
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Superior quality ebony handle, polished inside and out
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Strong quality American make, polished inside and out.
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Extra Heavy Quality
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Price $1.50, $1.75, $2.00, $2.50, $3.00 each

Coffee Pots
American pattern ebony handle
Size 3 4 pints
Price $4.50 $5.50 each

Special Light Frypans
Plain Finish
Sizes 8 — 9 inches
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The "New York" Alumimum Kitchen Set
6 pieces 6
1 Ladle 3½ in. bowl. 1 Gravy Strainer 4½in.
1 Fish Slice, long handle 1 Measuring Cup.
1 Soup Strainer 4½ in. 1 Funnel.
Complete with Hanging Rack
Special Price $1.50 the set

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Double Boilers
Strong quality, American make, polished inside and out
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With ball handles, American make, polished inside and out.
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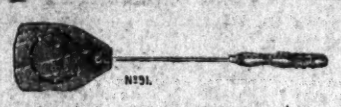

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Heavy quality tinned iron.
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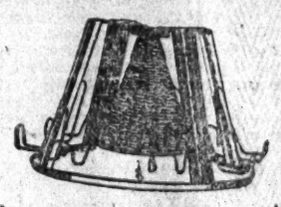

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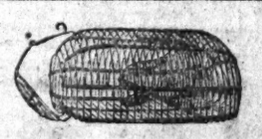

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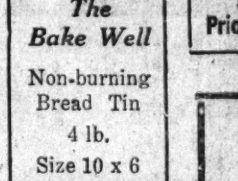

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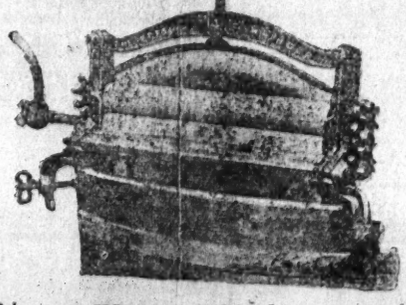

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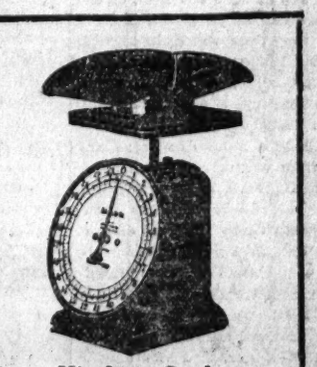

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Today's Church Services

Holy Trinity Cathedral.—Twenty-first Sunday after Trinity. 8 a.m., Holy Communion, 9:30 a.m., Children's Service. Psalm 23, Hymns 336, 339. 10:30 a.m., Sung Eucharist. Martin Shaw, Hymns 155, 540, 315, 522, 308. 6 p.m., Evening; Anthem "Praise to the Lord, the Almighty." (Stanford). Hymns 224, 265, 18. Lecture on II Corinthians: The Dean.

St. Andrew's Church, Broadway.—Twenty-first Sunday after Trinity. 10:30 a.m., Matins, Preacher: The Rev. C. J. F. Symons, M.A. 3 p.m. Children's Service.

Union Church.—Sunday, October 20—11 a.m., Preacher: Bishop Homer C. Stuntz, LL. D. of the Methodist Episcopal Church; Chant 53; Anthem "If thou shalt confess." (Stanford); Hymns 59, 117. 6 p.m. Preacher: Rev. C. E. Darwent, M.A. Subject, "The compassion of Christ." Chant 107; Anthem "The day is gently sinking." (Smart); Hymns, 71, 169, 689. Collections at both services for the British Red Cross Fund.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. J. W. Nichols, M.A.

American Song Service.—Sunday, October 20, at the Palace Hotel, at 5 p.m. Address by Bishop Homer C. Stuntz.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: 11 a.m., by Mr. Adam Grainger; Evening 6 p.m., by Mr. Adam Grainger.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Doctrine of Atonement." Sunday School 10 a.m. Wednesday 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

Sunday Service League.—Today at 5 p.m. Dr. Frank W. Rawlinson will address the meeting on "Social Service." Miss Ora Woodberry has kindly consented to render a violin selection.

St. Joseph's Church.—Sunday October 20—Masses at 6, 7, 8 and 10 a.m. At 10 a.m., High Mass, Sermon in French. At 4 p.m. Benediction of the Blessed Sacrament. Masses in week-days 6 and 7:30 a.m.

Recognition Of Czecho-Slovaks

Dr. Masaryk, Head Of Their Government, Outlines His Ambitions For Future Republic

A new definition of the irreducible minimum of the peace terms of the United States and the Allies was given when this country, a few days ago, officially recognised the Czecho-Slovaks as a belligerent nation. By some observers at Washington, this step is regarded as an event charged with as far-reaching consequences as any since the beginning of the war.

Our Allies had already recognised the Czecho-Slovaks; the concurrence of the United States is taken to mean that one at least of the sure consequences of Allied victory will be the erection of a new nation of 12,000,000 inhabitants in the heart of Europe. But the more momentous aspect of this step is the implication that Austria-Hungary is to be dismembered and boundary lines there and in Southern Europe, which supported by military force have resisted the claims of nationality for hundreds of years, are to be recast according to the principle of right instead of might.

In this decision, therefore, the new Europe, after the war, is forecast as it had not been before, according to some observers at Washington. If a living symbol were sought of how great these changes may be, it might be found in the person of Dr. T. G. Masaryk, President of the Czecho-Slovak National Council and as such the head of the Czecho-Slovak *de facto* Government. Up to the time the United States acted, Dr. Masaryk was technically an enemy alien, as a citizen of Austria-Hungary, a country at war with the United States. As a private man he held a more dangerous authority than was ever in the possession of a private individual in this country before—he was the commander of three armies, one in Siberia, one in France, and one in Italy. By the recognition he is converted from a technical enemy alien into the head of a new nation; he is received as the head of an Ally of the United States, and the armies which he commanded are placed on a standing as regular as those of our other Allies.

This is the immediate effect. But how otherwise are the political plans of the Czecho-Slovaks affected by the recognition? What form of a republic is the new nation to adopt? What boundaries does Dr. Masaryk hope to have set at the peace table for the new nation? As the first of what may be a group of new republics in the Europe of after the war, the answers to these questions have weighty significance.

They were put to the official head of the Czecho-Slovaks in Washington the other day. Dr. Masaryk's first words were of gratitude to the United States.

"The recognition of the Czecho-Slovak nation by the United States we appreciate very much," he said, in his precise, oddly-sounding English, "because of the position of the United States as the oldest and greatest democracy. That is the emotional side. But the recognition has also its practical meaning.

"This war has brought forth quite new international and diplomatic relations and situations. One of the peculiarities springing out of this happens to concern myself. As a private man I would be Commander-in-Chief of a big army, in fact of three big armies. I have to negotiate with the Governments at war with Germany and Austria-Hungary. The United States promises to send our boys help—the question arises to whom shall the United States send it, to a private enterprise, and to me as the head of that enterprise, or to a regular military force? I could have occupied Siberia for myself," he said with a smile, digressing from his main line of thought, "if I had been romantic enough to do such a thing."

Dr. Masaryk's romantic ideas had, however, all his life long led him in the opposite direction from personal rule—to the great ideal of leading his people out of the bondage of autocracy to freedom, and to bring this about he has faced death many times, and is now under sentence of death passed upon him by the Austrian Empire. He is one of the great scholars of Europe, a former professor of philosophy at the University of Prague, but he cast aside the security and emoluments of such a career for the perils of a leader of revolution against Austria. Always, those who know his career intimately say, he has stood for what he thought was right, even when encountering temporary unpopularity among his followers. This he did in the 90s, when he took the side of the Jews in the prosecutions threatening them. In this period his own students started a demonstration against him. When a roar of angry voices tried to silence him he turned to the blackboard and wrote:

"Do not drink, do not play cards, but work. That is the only way to meet competition, Jewish or any other."

Dr. Masaryk's influence, undoubtedly, will be the great one in shaping the new republic, and this episode is given as an illustration of the fearless, broad-minded character of the man.

Dr. Masaryk continued:

"None of us Czecho-Slovaks thought of self-aggrandisement. From the first our efforts were to fight the Germans and Austrians in their attempt to occupy Russia. We made our resistance felt, and this practical reason and the new international situation have been the inducements for the countries at war with Germany to recognise us. Besides, America was herself evolved out of revolution, so we could naturally expect America would appreciate our struggle for freedom and liberty.

"And now with recognition, the help which the United States promised us becomes direct—is legalised. Furthermore, as all the Allies depend to a great extent on America the recognition of the United States is of the highest practical value. The great effect on our plans is not in any change in them, for I do not see any notable ones, but in the firmness that is given them, the promise that our national purpose is to be realised.

"What boundaries do we hope to have set for the Czecho-Slovak

(Continued on Page 11)

What The War Has Done To Socialism In America

The writer of this article was the candidate of the Socialist Party for President in the campaign of 1916, receiving 590,579 votes. Last month, he followed the lead of John Spargo and many others in resigning from the party for reasons that are presented, in part, at the close of this article. Mr. Benson, as will be seen, remains a champion of Socialist principles while repudiating the Socialist Party and charging that its doctrines have become contaminated by the principles of Anarchism. The war, he finds, has worked a paradox in America in that "both the people and the Government have welcomed part of the [Socialist] philosophy but have kicked out the party." It has disclosed "that certain Socialist principles work but that the party doesn't."

By Allan L. Benson

WHOEVER shall emerge from this war with his ideas of life unchanged will be able to lay valid title to the claim of being either a great philosopher or a great fool, with the chances largely favoring the accuracy of the latter designation. Great war is a great teacher whose schoolroom is experience. It is a great teacher because it crowds into a comparatively brief period a variety of intense experiences that might otherwise not be encountered in a hundred years. A nation fighting for its life must try to solve a number of serious problems, failure to solve any one of which might cost its life. It must do the things that must be done in whatever ways they may be done best. The great educational value of a serious war is that it gives an absolute demonstration of what will work and what will not. It cares nothing for precedents or theories. It strives only for results. A plan will either work or it will not and war brands it accordingly. All other things being equal, that nation or group of nations will be victorious that can evolve the most important plans that will work.

The foregoing reflections are necessary to a proper understanding of the subject of this article. So far as Socialism in America is concerned, war has worked a paradox, in that both the people and the Government have welcomed part of the philosophy but have kicked out the party. War has disclosed that certain Socialist principles work but that the party doesn't. One is fit and the other isn't. It is fortunate for Socialism that it is not the other way about. Principles can exist without a party, but a party that has no other purpose than to bring its principles to the favorable attention of the people of the United States, yet, by reason of its leadership, is unable to do so, has no justification for existence. Perhaps we can best understand how far war has proved correct and pushed forward the Socialist idea by first considering what the Socialist idea is. The Socialist idea is that it is more advantageous for the people, acting through the Government, to do certain things for themselves that they cannot do individually, than to entrust private individuals with the performance of these services. This contention is based upon the assumption that men working for their own pockets are more likely to think of their profits than they are of those whom they serve. Sometimes this preference for one's own pocket expresses itself excessive prices for products. Among a multitude of corporations competing with each other it usually results in haphazard production and general inefficiency. The organisation of the trust, long before the war, was an admission of the Socialist contention as to the economic inefficiency of small units. The reduction by the Government of trust-prices after the war was an admission of the truth of the Socialist contention that the tendency of private monopolies is to overcharge. War quickly took these facts out of the realm of academic debate and sternly confronted the Government with them. The Government was by no means taken by surprise. Every government in Europe had in its turn been confronted by the same facts, and under war-pressure had applied the same remedy. The facts roughly were that, on the one hand, a great national emergency existed, and, on the other, that the old system of private production for individual profit was unable to meet it. Not only was there involved a problem of efficiency but added to it was the problem that since the war began has taken the name of "profiteering." To win the war the Government required the maximum of production with the minimum of excessive profit.

If the old system had been equal to the occasion there would have been no need to change it, and if private individuals, curbed by competition or by conscience, could have been trusted not to overcharge, it would have been unnecessary to guard against extortion. War clamored for a quick decision and the Government gave it. In almost a matter-of-fact manner Congress early in the war gave the President nearly unlimited authority over production and prices. Mr. Hoover and Mr. Garfield came into official being to look after food and fuel. One wintry morning Mr. McAdoo took charge of the railways. A little later the express companies were gathered in. Mr. Hoover told the farmers what they might charge for wheat, the sugar-dealers what they might receive for sugar, and other merchants what they might exact for other things, while Mr. Garfield exercised a restraining influence upon the price of coal. At the moment of writing, there is a question whether on account of labor troubles the Government will be compelled to take over control of the telegraph companies, and it is reported that the President hopes he will not have to do so. I can understand his hope. Enough at a time is enough. The transfer of industry from private to public control cannot be accomplished overnight. Trotsky does not think so; but the burden of proof (and considerable debris) is still upon Trotsky. Each of these innovations necessary to win the war is Socialistic. The significance of the last syllable will be perceived. They partake of the nature of Socialist measures without actually being Socialism. They are like the approaches to a bridge. Some Socialists have yet to learn that it is well to have approaches, wherefore they belittle the rising grade and clamor to be off at once across the main structure. Another class of gentlemen believes the approaches have no significance—that they lead to nothing and, soon after the war, will be smoothed down to the ancient level of the meadow.

It is my belief that the tendency of the world is to be guided by common sense. A demonstration in force is sometimes necessary to teach us what is common sense; and war is a demonstration in force. I therefore do not expect the world to turn its back, after the war, upon anything or any measure the utility and practicality of which war has proved. There comes a time when the world, no more than war, cares for theories and precedents. When it has been demonstrated on a grand scale that a thing will work and does good, that is the beginning of the end. The rest is a matter of detail.

What has the war proved workable and beneficial? I have no doubt that results will demonstrate the superiority of governmental over private control of the railway and express lines. The indications thus far are favorable; but it may be wise to reserve judgment until the experiment of governmental control is more advanced. I should say there is little disagreement, however, as to the usefulness of Mr. Hoover's activities. Mr. Hoover, in his official capacity, stands for an exceedingly revolutionary idea. He repeals the law of supply and demand. He is a living denial of the right of the individual to do what he will with his own. He annuls the cherished principle of "freedom of contract" by means of which the economically strong have so long wrenched the better of a bargain from the economically weak. He is a flaming affirmation of the right of society to lay hands upon the goods of the individual and insists that private ownership shall not be used against society's interests.

These are revolutionary ideas never before asserted in the United States except by the Socialist party. The ideas have always existed in principle but have been denied in practice except in a small way. We have seen municipalities and railway companies acquire ownership of private property by exercise of the right of eminent domain; but President Wilson, acting through the Food Administration, is the first man in the United States to fix the prices of household commodities. Nor has he stopped at household commodities. He has cut many steel prices in half—and the United States Steel Corporation still lives to pay dividends. I do not know from what part of the Constitution the President derives these enormous powers. That is one of the most interesting features of the case. He is exercising the powers to the great good and satisfaction of the people. In the absence of any specific clause in the Constitution that might seem to be the source of the President's authority, we may perhaps assume that he is operating under one of the innumerable inferred war-making powers that lie hidden in the Constitution; that is to say, that Congress, having the constitutional right to make war, therefore may be assumed to have the right to do anything and everything that may be deemed necessary to the waging of successful war. If so, the inference would seem plain that the Government having the right to make peace and to enable the people to exist while at peace, has the right to do any and all of the things that may be deemed necessary to make life during peace what it might be and should be. I am aware that lawyers would shudder at the thought of such an enlargement of the Government's constitutional power to make peace, and I admit that such a construction would be exceedingly liberal. Let us then turn to the "general welfare" clause of the Constitution under which anything can be done and under which many things have been done. If all else shall fail, we still have the right to amend the Constitution, and if necessary shall do it.

War has demonstrated that there is a better way to reduce exorbitant prices than to go into court and fight ten years—and then fail to reduce them as the Government thus failed to reduce the price of anthracite coal. Having seen Mr. Hoover fix prices with a lead-pencil, the people will never again be content to wait during decades of legal wrestling that gets nowhere. Gentlemen who like to fix their own prices will doubtless struggle mightily. They may, indeed, win the first bout. But the people will win the last bout, and it is the last bout in this game that counts. The people will never accept the statement that only in war can the Government bring extortion to a sharp stop by arbitrarily fixing prices. They will argue that if the Government found it necessary for its own protection to fix prices in war-time, the people have an equal right to be protected from profiteering in time of peace when patriotism lays no restraining hand upon those who would overcharge.

All of which is progress toward Socialism, since it tends to break the control of capitalists over their own goods. So far as the great industries are concerned, Socialism would sever this control. But there are ways and ways of doing things. Trotsky's way is to snap off control overnight. Others believe (and I share their view) that success is made more nearly certain by going no more rapidly than one can go safely. Millions of minds cannot be changed in a twinkling—especially the minds of the owning class. To attempt unduly to rush progress is to invite violence, industrial and social chaos, defeat and reaction. It is perhaps unfortunate that the best conditions under which the human race can ever live cannot be brought about in a day or a year; but such is the fact. The great obstacle is the human race itself, with its cautious, conservative instinct, born of many a bump. Still, the human race steadily learns and learns more rapidly in war than at any other time. If war were not so dangerous it would be the best of all schools. It teaches tremendously. It is teaching us now to lessen the control of the few over the things we all must have to live. We shall persistently apply this process. First the owners will become accustomed to less control and then to no control—to reduced profits and then to infinitesimal profits. It is but a short step from loss of control to loss of ownership through purchase by the Government, and with profits whittled away the only incentive for private ownership will disappear.

It is up this steadily-rising grade that we are approaching the great bridge that spans the chasm between the world that existed before the war and the new world in which we shall apparently be well settled long before the close of the present century. We shall not make the trip without alarms, but we shall make it with constantly-increasing happiness, due to steadily-improving material conditions. The timid will at first shudder (they are shuddering already) as they rise higher above the low meadows. The selfish will cry out that we are on a journey of disaster. But forces greater than the timid and the selfish—forces greater than any of us—will drive us on and into the better land. War has shown the way and necessity knows no law it cannot change to fit its needs. Life must mean and can mean something vastly more for the great part of the population than ceaseless toil (when not involuntarily idle) for a poor living. It can and should mean more for the owning class than greedy contemplation of long columns of figures representing exports, imports, wages paid and profits pocketed.

It has always seemed to me that the wealthy were missing their chance in this world. Those who are actively engaged in the administrative functions of useful industry have the greatest of all joys—the joy of creation. But only a small percentage of the rich are so engaged. The technical, joyful work is left to chemists, inventors, engineers and others, while the owners burn out their nerves in the marketplaces trying to buy cheaply and sell dearly. They have mistaken the means for the end. The creation of wealth is not the end but the means to the end which is life, while the mere piling up of wealth is no more than a species of insanity. What is financial power but a bubble that appeals to vanity? All the financial power in Petrograd was shattered in an hour when Trotsky came. And the way to make Trotsky come to any country is to present an unyielding front to the just longings of others—to assume the part of the immovable body while the masses essay the role of the irresistible force. On this earth there is no human force that is irresistible except the pathetic, ceaseless quest of the human heart for happiness and for justice.

Which brings us to democracy, without which real happiness for a people cannot exist. Probably it is quite within the truth to say that most of the ills attributable to government have their origin in a lack of democracy. The war that is now withering the world is primarily due to the fact that the people do no control their own world—neither its governments nor its industries. Germany, with an industrial aristocracy upon the one hand and a military and a governmental aristocracy upon the other, was a tinder-box that was certain to catch fire—as it did. So long as the people do not rule and order their own lives all the world will be potentially a tinder-box—some parts more inflammable than others, some parts better protected with fire-extinguishers than others, but all in the hazardous class. America, as the greatest democracy, is by no means a finished product. We have an industrial aristocracy, and a structure of government that is not yet as responsive as it should be and will be to the people's needs. Our national weather forecast is "fair tomorrow" only because our Government, unlike that of the Tsar, does not choose to function as a rigid, steel shell, while the human powder within gathers its forces for a tremendous explosion. To change the figure of speech, our Government is bending the rails of the track to make a curve. Trotsky tried to run his train around a square corner—and ditched it. The

(Continued on Page 11)

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AW! IT'S YOU, NOT ME, I'LL MOVE ANYTIME.
THAT'S WHAT THEY ALL SAY!
THEY HAVE TO WAIT UNTIL YOUNG NUISANCE GROWS UP. HE'D SPOIL A NEW HOUSE.
I'M ASHAMED TO HAVE "HON" CALL HERE, IT'S SUCH AN AWFUL HOUSE.
"DEARIE" DON'T YOU LOVE THAT?
MY HAT'S AREN'T APPRECIATED IN THIS NEIGHBORHOOD.
"HATTIE"
BROWN DERBY
THEY'D HAFTA BE MORE PROMPT WITH THE RENT IF THEY MOVED.
"BUBBER" HE'S A NICE DOPE.
WHEN HE OPENS HIS MOUTH NOTHING EVER COMES OUT.
THE ONLY MOVING MOM LIKES IS THE PICTURES SHE SEES AT THE THEATRE.
"COMEDIAN"
HAR-HAR!
HOW MANY MOVES IN A GAME OF CHECKERS?
DON'T GO HOUSE HUNTING - UNLESS YOU'RE A GOOD SHOT.
OL' JOHN DON'T
Jack Callahan

Reccgnition Of Czecho-Slovaks

(Continued from Page 10)

nation at the peace table?" Dr. Masaryk drew forth a map, on which the territory occupied by the Czecho-Slovak people and bordering regions in which they predominated was marked off in a big wedge of line between Germany and Austria-Hungary, and he indicated the hoped-for boundary lines on the map.

"The boundaries," resumed the Czecho-Slovak leader, "will embrace Bohemia, Moravia, Silesia, and their historical boundaries. To these will be added Slovakia—that is, the northern part of Hungary, extending as far south as Presburg and to the east as far as Ungvar. This territory is about four times greater than that of Belgium. The population of the new nation will be 12,000,000. Of these, 10,000,000 are Bohemians and Slovaks. The remainder consists of minorities."

"What form of a republic will be instituted?"

"Our Constitution will provide for a President and two legislative chambers, a Senate and a House of Representatives, similar to yours. There will be a very elaborate system of local self-government, as a means of insuring a democracy that is not one in form alone. Local government will be developed as a protection against centralisation and absolutism, control from above. We have been subjected in the past to such control, our experience in that respect being different from yours, and therefore the need of taking extra precautions to prevent its recurrence in any guise.

"These local self-governments will constitute a guarantee to the national minorities that they will receive the means to govern themselves. There will be a number of these smaller sub-divisions, and some in which there is a mixture of more than one race, and we shall endeavor to work out the problem of local self-government so as to render the justice of leaving their own affairs in their own hands as far as possible. In reaffirming the historical boundary lines of Bohemia, Moravia, and Silesia, there will of necessity be included some Germans among the population, notably in the west and north, but we shall confer on communities of this kind the same local self-government that obtains in other parts of the country.

"There will be universal suffrage. We have confidence in this and a high degree of local self-government because all our people are educated. I might say that there are no illiterates among us; we are even better off in that respect than Germany. Every citizen will know why he is a citizen, and the high average of educational training and intelligence will insure an ability to decide on their merits whatever questions brought before the electorate."

"Will there be public ownership of public utilities?"

"I expect Government ownership of the railroads," answered Dr. Masaryk, and perhaps of some other utilities to prevent their mishandling in the interest of private enterprise. But, he continued, with a rising note of explanation in his voice, "I am not a social revolutionist. I believe, however, in social reforms."

"Shall we have universal military service? Yes, but it will be modeled on the Swiss system. In Switzerland citizens do not have to serve, say, a whole year, but only to know how to handle the rifle. The service will be based on the idea of a defensive war and not an aggressive one, to prepare for which the Prussian system was devised. We expect, however, to maintain an effective force of whatever size our responsibilities may require."

Dr. Masaryk was asked if he knew of a parallel in history to that of the Czecho-Slovak nation at present, with armies and Government in alien lands, and without being in control of any territory within its own borders as laid down.

"I do not," he said. "This is the first time. But in one respect there is a similarity between ourselves and your own country. Your army also is not fighting at home. It may be said that we have no territory, but all our people at home, on our land, are for the new order. And, besides," he added, as the gleam of the idealist in his eyes took on marked contrast to the firmly outlined features of the man of practical affairs, "territory is matter. It is the spirit that controls matter, and so it is the new national consciousness, the spirit of freedom, that controls. We are about to regain the independence that we, as a people, lost in the beginning of the sixteenth century, when we entered into a free union with Germany and Austria, only to be despoiled by them of our liberty."

"Do you regard the independence of the Czecho-Slovak nation as assured?"

"Yes, with the recognition by the United States, if is assured from a legal standpoint, but it must also be assured from the military standpoint. In other words, the Allies must win the war. We have a hard job yet, but I hope for final victory. It is always as dangerous to be too optimistic as it is to be too pessimistic; one has to face the facts and act accordingly.

"War is to some extent a mathematical problem. Besides gallantry, inspiration, self-sacrifice, all these moral qualities, strong concentration is needed, and a peculiar kind of imagination, a power of logical combination, decision and quickness of action—clear, decided notions. To win the war aims must be clear.

"In our army there is not one man who does not know what he is fighting for, and every one of our men knows approximately what our army has to do. Further, every man knows what his political duty is; there exists, therefore, the concentration of which I spoke. Under such conditions, an army of 100,000, under proper leadership, can achieve perhaps what an army of 500,000 not so united could not, accomplish."

This, it was evident, was Dr. Masaryk's interpretation of how the Czecho-Slovaks army in Siberia has accomplished what it has.

Money for future military operations of the Czecho-Slovaks is expected from the United States and the Allies, but nothing will be asked for the political expenses of the new Government.

"Our political actions and activities," said Dr. Masaryk, "have required great sums of money. These we have been paying, and we expect to continue to do so; that is, money for propaganda, for an intelligence bureau, for diplomatic work, and to help people who have been wrecked in different ways by our action. All this belongs to the Department of State. We expect to receive funds for the support of the Department of War, as we have already, from our Allies.

"Our people in this country are Americans, in the first instance, must fulfill their duty as American citizens. This they have done, as their subscriptions to Liberty Loans show. But, in addition, they must, and do, contribute toward financing our political activities."

What The War Has Done To Socialism In America

(Continued from Page 10)

Tsar chose not to run his train at all, and it was blown up by an explosion of public wrath. The train that is standing still and the train that tries to turn a square corner are good trains to avoid. Democracy is the best engineer. The war, however, has served to intensify my belief that our conception of democracy is only in the making. The framers of the American Constitution expressed the eighteenth-century idea of democracy when they made the Congress strong and the President relatively weak. That the President was not made still weaker was due solely to the presence of aristocrats among the democrats in the Convention. The idea, of course, was that the initiative in legislation should come from the representatives of the people and the representatives of the states. To this day the popular ideal of democratic government may be almost if not quite summed up in the initiative, the referendum and the recall.

Notwithstanding the evident purpose of the makers of the Federal Constitution to exalt the Congress at the expense of the President, power has steadily gravitated from the Congress to the President. This is generally construed to be a denial of democracy. I do not consider it so. I wish the President might always have, subject to popular control, all of his present powers over industry; that he might say: "Unless there shall be objection, I intend to do this—" or that, or the other thing. But I believe the people should have absolute power to check him, if they so desire, before he has done anything. I am not referring, of course, to what might be termed the routine duties of the President. The point is that democracy needs leadership to get the most out of itself. Given the power to initiate all they could themselves evolve, it seems as if the people should be enabled to enjoy the benefits of the things they have not the discernment to discover for themselves—the things the exceptional man can see. Moreover, the people should be enabled to enjoy these things without having to wait years for ideas to run the gauntlet of campaigns, legislative delays and disappointments. In time of peace how long would it have taken to get a Food Administration? Perhaps 25 years; certainly not less. Yet, if a President any time within the last 25 years, had announced his intention, unless there were public objection, to create a Food Administration, to cut prices as Mr. Hoover has cut them when found too high, the public would have approved the idea by not objecting. Who ever objects to a square deal? Usually nobody but those who are not giving it. Yet a man of vision can often see the way to get a square deal a generation before the masses see it, and if he be a man of conscience—and have the power—he can give it to the people in a fraction of the time they would require to fight it through campaigns and Congresses.

I should like to see the world a group of democracies under the leadership of the best brains and the keenest consciences, with large powers of initiative vested in the executives, subject to absolute veto by the people within, say, six months after the announcement of contemplated action. One or two radical departures a year are all that a wise leader would propose, and the people might well lay aside their regular duties for a day or two each year to determine by their ballots whether they approved what was proposed. This idea has never been worked out and is therefore presented in the rough. It is not yet Socialist thought and perhaps never will be. It is simply one of the many lines of thought along which some Socialist minds have been sent by the war.

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Performances Of 1,500 Vessels Operated By Government Carfully Checked Up

New York, Sept. 8.—Some information has been made public by the United States Shipping Board regarding one of the most interesting of its new developments for the administration of the new American merchant fleet. This is the department known as the Division of Planning and Statistics of the Shipping Board, whose duty it is, by carefully checking up reports of performance of each of the more than 1,500 ships now being operated by the board, to get the efficiency of operation which was formerly obtained under private ownership by a high development of individual control.

Every six minutes, on the average, a merchant vessel arrives, and another departs, from an American port. Every eleven minutes a steamer leaves an Atlantic port of the United States, and one for Europe every forty minutes. It is the duty of the Division of Planning and Statistics to keep track of every one of these steamers, so that the Director of Operations knows at any instant where each ship is, when it is due to arrive at its destination or to sail on its next voyage, and just what it has accomplished in cargo-carrying on a given amount of coal and stores.

Under its Director, E. H. Gay, formerly Dean of the Harvard Graduate School of Business, this division co-operates directly with the War Industries Board in routing shipments of raw materials, with the Food Administration in planning to look after food exports, and with the War Trade Board in preparing lists of essential and non-essential imports and exports, and the tonnage allotted for them, while most important of all is its co-operation with the Quartermaster General of the army in supplying shipping for army supplies to France.

To meet its needs, the Division of Planning and Statistics is gradually accumulating a mass of useful information regarding ocean traffic all over the world, and primarily regarding the American merchant marine, the like of which, it is believed, never has been collected before in the world, and which after the war may prove of immense importance in carrying on competition with the other great ocean-carrying nations for the peaceful trade of the world. All told, the Division of Planning and Statistics follows the movements and performances not only of the 1,500 American ships under Shipping Board control, but of a total of 7,000 ships of all nationalities engaged in trades in which America has at point an interest.

Lieutenant Willard Decorated For Bravery

This photo shows Lieutenant Daniel Willard, 102d F. A., being decorated with the Croix de Guerre for conspicuous bravery in battle.

The Red Road Or The White!

By Joseph J. C. Clarke

Hear ye, German people
Whose hearts are beating low,
And learn the things your war lords
Do not dare to let ye know.
Learn that you bleed and suffer
To prop a brigand's throne,
Round which your lusting master brutes
Like poison weed have grown.
They have blundered in their murder-bund;
They have played your lives and lost.
They have cheated you and beggared you
Yet must you pay the cost.
They have set the world against you—
The world that's in the sun.
Baptised in blood, they've given you
The savage name of Hun.

Hear ye, German people,
Whose backs are stung with whips
By the brutal junkers wielded
Till your thin blood spurts and drips.
You have sung before your butchers;
You have knelt and kissed the rods
When they lied that you were winning
'Gainst the piled up human odds.
They have taught you to be frightful;
That no reckoning's to pay:
To slay the sick, be merciless
To victims of the fray.
They have starved you, and you gloried.
"Oh, come," you cried, "the hour
When our master brutes shall lead us
To the superseats of power.
Tho' with blood our backs be streaming,
And our dead be round us piled
We shall laugh the while we murder
The woman and the child.
We shall gash and mutilate them.
They shall tremble at our name
Till we shake the topmost capstone
On the pinnacles of Fame."

You have gloated, German people,
When the Master Brute of all
Mid your battlefields in millions,
Lifted up the bloody pall,
And cried: "The murdered women,
The devastated homes
Are not your women slaughtered
Are not your ravaged homes.
Then, strike still for your Kaiser,
Ye grunting German swine,
Our German God has said it:
Your lives, your souls are mine."
So, still you worship Murder,
The mad, distorted god.
Whose high priest is the Master Brute
Who stamps you to the clod.
Still tho' he fools and mocks you
As his footing falls and slips
In the puddles of your bleeding
You hang craven on his lips.

Hear ye, German people,
How our victor cries resound,
We're massing to encompass ye
And smite ye to the ground:
To take the toll of bestial deeds,
Your depths of nameless crime,
And hold ye slaughtered and accursed,
The pilloried of time:
To wave high o'er your cities
The red avenging fire,
Till the ravens shall be glutted
On your corpses in the mire.

Hear ye, German people,
Ye stand before the bar
Of the great accusing Conscience
That will judge ye as you are.
Would ye be held as human
There is but one road for ye
Whereon to gain asylum
From the vengeance of the free,
It is the Road of Freedom
Whereon but freemen tread
Who have stamped upon their war lords,
And whose master brutes are dead
We want no German land loot,
We'd have no German slaves
If ye do purge your fatherland
Of tyrants, brutes and knaves;
The war that rolls in thunder
Shall die to sudden calm,
And even ye may join mankind
In the freeman's mighty psalm—
But choose ye must what road ye'll take—
The road of peace or fight,
The road of slaves, the freeman's road,
The Red Road or the White.

Far Eastern News

The Chinese Government at Peking has made a grant of $100,000 to the Kwangtung Flood Relief Funds.

Peking papers just to hand announce the death in action of Lieutenant J. E. Gibbons, of the Royal Air Service, of Peking.

In order to oppose the Peking Government gold note scheme and the further introduction of Japanese bank notes into China, the Union of Chambers of Commerce of China has communicated with the Canton Chamber relating to the organisation of an industrial bank to compete with the Japanese.

The officers and men of the cruiser Chao Ho, now at Canton, have made a declaration stating that the militarists of the North are doing all they can to ruin the foundation of the nation by floating foreign loans, the creation of an unconstitutional parliament, selling votes of the electoral college and refusing to settle internal strife. The Peking policy is more than sufficient to disintegrate the Republic and they have joined the Constitutionalists for the purpose of adding strength to the latter with the hope of bringing peace at an early date.

The Japanese war office has decided to secure the services of French army aviators as instructors and they are expected to arrive about the middle of December. They include 14 officers and 15 assistants and mechanics and they will stay in Japan for six months. At the same time a number of aeroplanes will be imported from France for training and other purposes. The French aviators will be quartered at Inuyama, Gifu prefecture, and their instruction will be given on the new aviation ground at Kagamigahara.

A new venture is understood to be in project in the Capital in the shape of an extensive iron works in Chihli with a large capital, to be known by the name of the Pelyang Iron Works. Consultations relative to the proposed venture have been in progress for some time past between Mr. Chow Tzu-chi, formerly Minister of Finance, the Minister of Agriculture and Commerce and the Governor of Chihli. It is believed that part of the capital is to be supplied by the Peking Government and the rest by individual merchants. All the iron mines at Hsuanhua, Taiyang-kuo, Funing, Tinghsin, Shanwang-tung, Linyu and Szechushan, are to be at once operated, and the coal of the mines of Tzehsien is to be used for the various factories in the works. All iron ores in districts of Chihli and its neighboring provinces will be purchased.

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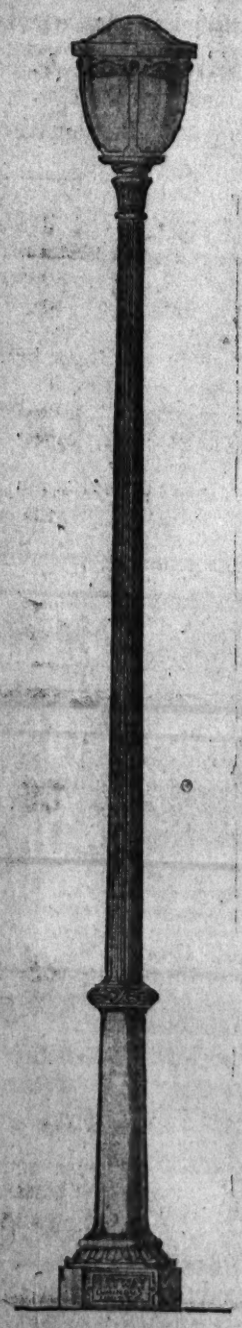

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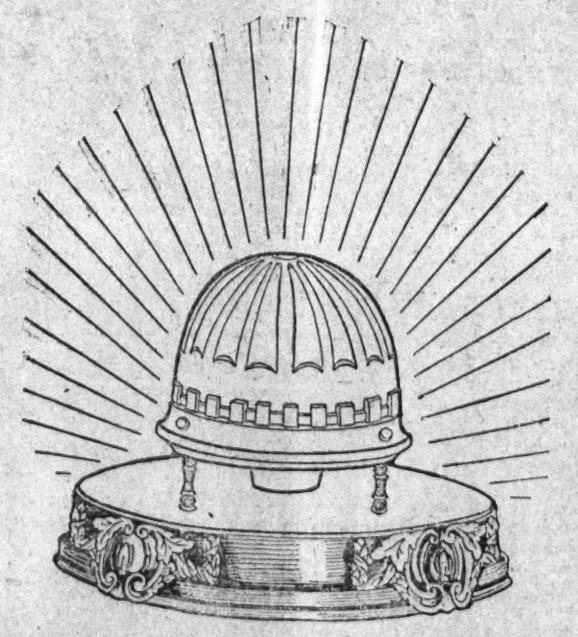

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VIENNA FOOD CRISIS A VERY SERIOUS ONE

The Food Minister's Own Statements Shows A Situation Dangerous To Morale

ENORMOUS PRICES PREVAIL

Illegal Traders Take Advantage Of Needs Of People—Clothing Prohibitive

The most favorable view that can be taken of the food situation in Vienna as given in the Berliner Tageblatt of July 9 in the form of an interview with the Austrian Food Minister, shows that the Austrian capital at that time was passing through a very serious crisis. Latest reports fail to show any improvement. Also for clothing and many other necessities of life the account given by the Minister still holds good or has grown worse with time. Shoes and clothing have risen to unheard of prices. Great dependence is put upon illegal trading where by paying exorbitant prices necessities and some luxuries may be obtained. The article which follows, entitled "How the Viennese Live," is from the pen of Leonhard Adelt, who writes from Vienna to the Tageblatt. The prices are given in American money at the normal basis of exchange.

"Austria is later and more backward than Germany in coming to a radical food scheme and rationing and while Germany is today scantily yet securely supplied, Austria is going through a food crisis for the overcoming of which the help of our allies is relied upon. The suplying of Austria rests with state controlled economic groups which regulate consumption and sales, and the food centrals, which, like the War Grain Exchange establishment and the Fodder Central or like the Oezeg, (Austrian Central Buying Association,) and the Geos, (vegetable and food supply establishment,) are under the control of the Imperial and Royal Office for the Nation's Food. In different interviews the Imperial and Royal Food Minister Paul has given me information as to the causes and nature of the crisis:

"'We gratefully recognise the help of the German Empire, with which we have together fought through this most frightful of all wars, both militarily and economically. On the common fronts the German has seen into the great cultural differences of our crown lands. Only in a few places such as the Sudetes lands is our agriculture of the intensive nature as on German soil.'

"'The charge has been made against the Austrian Government that they did not take hold of the food supplies in all the crown lands with equal energy.'

"'The charge is unjust. Even if in productive places like Bohemia and Moravia all the crops were taken, even to the last grain of corn, even then the deficit of the other crown lands is not covered. In the Alpine territory 14.4 percent of the soil is unproductive, and of the 26,000 square kilometers of the great Carso district we can use only 11.9 percent for farming. The Alpine lands and the whole south of the monarchy, even in peace times, imported their breadstuffs, so that every year we had to send in almost 20,000,000 quintals of grain. Our chief provider was Hungary, whose help in the war, following the falling of production, is more and more limited to the supplying of the army. In addition to this many Austrian districts had last year such a failure of crops, due to the prolonged droughts, that in the southern crown lands not even the necessary state grain was produced. So we have had to make a reduction in the individual quota to 1,260 grams, and even the half of that we have to set aside with no guarantee of regular delivery.'

* * *

"'To what is due the reduction in the meat allowance?'

"'To the reduction of the stock of cattle, which is chiefly due to last year's crop failure in fodder materials. In order to allow the great mass of the people to have meat at least once a week we have rationed meat at 200 grams a week. Vienna is unfortunately not in so good a position as Berlin, which can make up for shortage of meat by fish and shellfish, thanks to her nearness to the sea.

"'Also in the potato quota the Berliner is better off than the Viennese.

"'With the difficulties of transportation and the great distances from the places of production it is not possible for us to allow more than 1 to 1½ kilograms a week to a person. With potatoes and grain the position of Galicia as an export country has suffered greatly. Large and very fruitful parts remain uncultivated as front districts or they must be used for the supplying of the German and Austro-Hungarian armies. Likewise there is lack in the Viennese market of vegetables and fruit that before the war were furnished by the coast lands. With the cattle, the supply of milk has also fallen off so that scarcely the needs of the children and the sick are covered. In the production of marmalade the lack of coal made itself felt so that in recent months only one kilogram could be provided for six weeks. We reckon on one-fourth of a kilogram of war coffee for a month and three-fourths of a kilogram of sugar for a month, so we have accounted for the food supplies allowed to the Viennese. Very limited exceptions are made only for the hard workers, pregnant women, and nursing mothers.'

"'Can the food crisis be considered as passing?'

"'German and Hungarian support helps us over the crisis until the milling of the crops. The failure of Rumanian and the non-arrival of the Ukrainian imports brought famine so near that the Government had to take even the grain reserved by those who had provided for themselves.'

"'Not all classes of the Viennese suffer in the same measure in the food situation?'

"'As in all the warring countries the economic and social clashes have become sharper in Austria. The piling up of wealth on the part of a small group is accompanied by the rapid loss of the middle classes and the helplessness of the lowest class as a result of the decreased purchasing power of money. For the benefit of the poorest class the Government some time ago established a credit for the needy of more than $60,000,000. Meals and cheap war kitchens for the middle class and the workers complete the State's aid.'

"According to the information from Minister Paul the Imperial and Royal office for national food allows the people the following food as nearly as possible: 83 grams bread and meal substitute (corn meal millet), 200 grams meat, 40 grams fat, and ½ kilogram potatoes weekly; 1 kilogram marmalade and ½ kilogram war coffee for six weeks. For the daily ration there is reckoned: 83 grams bread and meal substitute, 29 grams meat, 5 grams fat, 71 grams potatoes, 24 grams marmalade, and 6 grams coffee, altogether 218 grams of food. For the rest one is dependent upon the permitted and prohibited sources: Free commerce, the food centrals, the special organisations, the consumers' unions, the State and business undertakings, the war kitchens and meal houses, distribution from the front and from the country's private vegetable raising, protection of the small dealers, and the secret trading which supplies everything, from monopolised and smuggled tobacco to real coffee. The profiteers in the secret trading force up the prices of the legitimate traders.

"Whoever pays to the purveyor $20 for a kilogram of coffee also willingly pays to the delicatessen dealer $8 for a kilogram of pineapple and $60 for a kilogram of red caviar, which has been bought in Odessa for $3. Thanks to the rationing, the disgraceful lines have mostly disappeared from the shops. Only for the cheap meat at Great Market Hall do people stand all night—not exactly to the advantage of women's morals and sometimes for the benefit of the war profiteer to whom many a poor person sells the meat which she has bought and paid for in a double sense.

"Also the ticket speculators for the always sold out Hof Theater make a bid for the gold of the war profiteer. Theater ticket, jewelry, art, and book dealers aim at unprecedented high sales. Speculation has had a notable spread. War workers who earn from $30 to $40 weekly bet on the horse races and fill the best boxes at the circus and the variety. In the wine shops, which sell new wine from $1.60 to $2.40 a liter, (against 32 cents in peace times,) and are much frequented by soldiers' wives, young people and soldiers, things came to such a pass that in certain places music was forbidden and the closing hour for week days was put at 9 o'clock and noon on Sundays. But in the streets children beg their bread, and outside in the Wiener Wald poor women collect scattered wood for the Winter. For a sufficient coal import is scarcely to be expected and the farmer sells firewood for $12 a square meter, so that a small household like mine had to pay out last Winter for wood alone $240.

"A short price table from the Viennese market, estimates which stand naturally only as examples, may make clear to the Berliner the comparison with their home.

"For clothing, as in Berlin, the card system has been introduced, though the card gives no assurance that the goods are to be had. Artificial cotton and paper weaving have just been put in practical shape, and thus in Austria, in spite of its important textile industry, cloth stuffs are scarce and dear. While the army clothing establishment still furnishes the officer's blouse for $11.60, trousers for $8, and shoes for $7.60, a good Viennese civilian tailor demands for gentleman's suit $160 to $200, and for the turning of an old suit $24. For women's clothes only very dear stuff is to be had at $15 to $30 a meter. Whoever can not pay that repairs old dresses, or, in case of necessity, makes clothes from bathing garments, window curtains, or wall hangings. In Summer the sandal replaces the shoe with all who are not willing to lay out $30 to $50. A woman's hat costs $30 to $40 and more, and a man's hat of felt or straw $6 to $12, a man's shirt $9, gloves $4 to $6, silk hose $9 to $11.

"In the food market the early vegetables and early fruit, if not at the maximum price, have brought a certain relief. Kraut is down to 32 to 50 cent, but in Viennese markets it costs 68 cents. An egg is marked at 12 cents, but in trade it is 22 cents. It is bad with meal and fats. Milk has increased from the peace price of 6 cents to 24 cents, and is scarcely to be had for women and children. Margarine, which is rationed at $1.60 a kilo, is only to be obtained irregularly in small quantities. Horse fat theoretically comes at $8 a kilo, but practically it is as unobtainable as all other fats and oils. Therefore Austria has taken up the treatment of grain, and last year, from 114,000 tons of corn produced 8,000 tons of oil cake and 1,100 tons of oil. It treats now also fodder corn, wheat and rye, draws oil from grape seeds, coffee grounds, leather parings, bodies of animals, from drains, from thrashing and cloth factories, waste water from the hotels. All which 1,200 apparatuses gave 95,000 kilograms of fat waste, or 20,000 kilograms of pure fat. It also cultivates the poppy, the grapevine, and flaxseed.

"Soap, candles, and petroleum are seldom listed. Sugar is scarce. Black meal costs theoretically 14 cents, the better 24 cents, but practically in secret trade it is $4.40 to $4.80. Vienna, which in peace time had the best bread, in wartime has the worst; the German war bread is much better and more appetising. Meat on the cards costs $1.60 to $2.40, the unrationed 'extremfleisch,' $5.60 and $6, and fillet $7. Pork is $8.40 and more, mutten $4.40, lamb $4.80, horse meat $3.40, according to the maximum price list $2.40 to $2.60. A kilogram of goose meat is worth $7.40, so that a fat goose comes to $48 to $52. A small chicken that once was cooked in a restaurant with a salad for 40 cents is now $5 raw.

British 'Tommy' Fighting In Italy Captures Austrian Donkey

This "Tommy," fighting with the British forces in Italy, during a raid on the Austrian lines returned with the donkey as a prisoner. The donkey has since become a regimental pet.

BARBUSSE TO HIS CRITICS

Asks Them To Read What Rostand Thinks Of 'Le Feu'

Some weeks ago Major L. C. Eckenfelder wrote for The Sunday Tribune an article condemning Henri Barbusse's "Under Fire" as an insidious piece of Socialistic propaganda, and as falsifying the spirit of the poilu and the conditions in the Fernch army. His criticism has brought forth the following translated letters from M. Barbusse and Edmond Rostand, the latter the author of "Cyrano de Bergerac," "Chanticler," etc., M. Barbusse's letter is addressed to Hugh R. Dent.

Dear Mr. Dent: I learn by the newspapers that a French officer on a mission to America has given a lecture at Chicago in which he has forcibly criticised "Le Feu." This action, of which The Sunday Tribune speaks, and on which certain French reactionary and clerical papers comment, has surprised me. I did not think that the maneuveres of my political enemies, that is to say, the anti-Democratic elements in France, would go as far as utilising official action against me and especially since the Minister of Public Instruction has just recently again (?) nominated me a member of the Consultative Committee on French propaganda in foreign countries.

However that may be, I think there is no reason to leave the attack unanswered. On reflection, the best way seems to me to send to you so that you may rely on it, a letter that I take from among the thousands I have received on the subject of "Le Feu." It is from Edmond Rostand, whose prestige in America must be considerable. I send you a copy of it, begging you to send it in your turn to the United States, to have it published in the papers, and thus counter-balance the unjust and absurd opinion of which a Frenchman has thought fit to make himself the echo over yonder.

I am for a few hours in Paris at the above address. Believe me, etc.,

HENRI BARBUSSE.

P. S. I have no need to tell you that the ideas in my book commending the continuation of the war against German militarism and (commending) a lasting peace by the union of the democracies are exactly those commended by the great voice of President Wilson, to whom I have often done homage in articles. The divergency of opinions referred to by Rostand are exclusively concerned with the religious question and that of the glory belonging to the common soldiers.

The Rostand letter forwarded by M. Barbusse is as follows:

My Dear Friend: I admire "Le Feu" because it is a poem—a great poem—tumultuous and admirably arranged. There is in it what I like most in the world, infinite detail, with meretricious glitter. Such detail is only permissible against a background of inspiration and epic movement. Visionary and man inspired, you are both; that is doubtless why your book commands the admiration even of those who do not accept all the opinions in it. All whom I have heard discussing it up to the present are unanimously agreed on its literary beauty and its tremendously real significance.

I remember the day when you came to say to me: "Voila, I am enlisting because I hate war. The more one thinks as I do, the greater is the necessity to shoulder a rifle this time, which must be the last." Again I see the calm and terrible beauty in your face, and your implacable pallor. It is just that beauty, the frigid and sublime anger in your look, the tranquil exasperation on your features, the haut poetry that mysteriously surrounded you, the noble hatred which from time to time straightened your tall figure with a start, as you seemed to be already stooping over the stretchers in immense compassion—it is just that beauty that I have completely found again in "Le Feu." At that moment I knew as I embraced you that you would bring back from the war a masterpiece of tragedy. I did not know at the time that it would mean the institution of the Croix de Guerre.

That I am not absolutely of your opinion on one or two points you will readily imagine, big when a man comes back from where you have been he has a right to say everything and must be given at least a respectful hearing. To hold our tongues and ponder all they tell us who have been out there, is our sole duty of the moment.

I find, in a poem written a year ago, when I was returning from seeing our silent defenders at the front:

"Heroes!" my look said. "No," Replied their silence. "We Are only men." That's less—and better!

Your work proves to me that my impression was the right one. You have modeled in the mud of the trenches the enduring statue of the new soldier. When you passionately cover the war with mud, in spite of yourself that mud is magnificent. You give to those consecrated beings the glory which you say they must not have. And why should they not have it, the saviors of the world and of the future? You have it, yourself, in that you have portrayed them!

It is a splendid thing to have written a romance from which history will borrow. We will discuss other points later. Meanwhile, superb poet and soldier, I embrace you.

DEMOND ROSTAND.

—*Chicago Tribune.*

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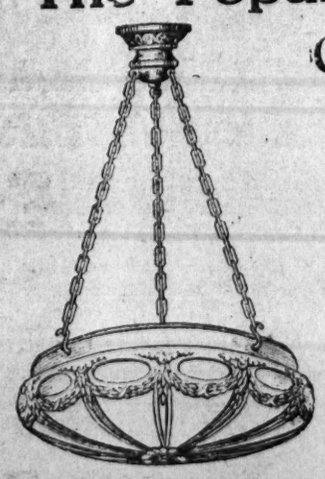

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Awakening Of New China As Seen By New York Bank

Trade, Industries And Resources Of Central And Northern China And Manchuria Are Described In Succinct Form

While the present war has been the most destructive in the experience of mankind, it has also been one of the most powerful constructive elements the world has ever known. It has affected, directly or indirectly, every nation on earth, and, through the dire necessity occasioned by it, has energised practically all humanity. The impetus, too, which it has given to nearly all peoples will not have been spent by the time peace is declared, and, unquestionably, will result in a great world-wide development, states a leaflet issued by the Guaranty Trust Company of New York.

The possibilities, indeed, are plainly forecast today in China, which is one of the very richest fields awaiting commercial, industrial and financial cultivation. The steadily increasing influx of foreigners into China since the beginning of the war is significant of vast future potentialities, as well as of the fundamental and far-reaching political and social changes which are transforming China into a country of attractive business and investment opportunities. Ample evidence of the growing realization of China's commercial possibilities is to be found in the latest official reports which disclose that there were in China in 1917, 7,055 foreign firms and 220,485 foreign residents, as compared with 4,742 firms and 185,613 residents in 1914.

The Proposed Loan

The proposed loan of $50,000,000 to China by the United States, Great Britain, France and Japan, which has been sanctioned by our State Department, will enable China not only to take a more active part as one of the Allies in the war against Germany, but will also aid materially in the economic and financial rehabilitation of the country. It will tend indirectly, but, nevertheless, potently, to foster trade relations between the Chinese and the lending nations, and lay the basis for the future participation of the latter in the development of China.

And, through the expansion of China's commerce, the ships which the pressing needs of war are sending down the ways along our Pacific coast will find profitable cargoes when peace is established. As a consequence, our seaports on the great western ocean will, steadily grow more important and prosperous.

With a view to active participation in the development first of the northern part of China particularly, the Asia Banking Corporation was recently formed. Among the stockholders of the new company are the Guaranty Trust Company of New York, the Bankers Trust Company, the Mercantile Bank of the Americas, the Anglo and London, Paris National Bank of San Francisco, the First National Bank of Portland, Oregon, and the National Bank of Commerce of Seattle, Washington.

Asia Banking Corporation

Charles H. Sabin, President of the Guaranty Trust Company of New York, is president of the new company. The vice-presidents are Albert Breton, Vice-President of the Guaranty Trust Company, and Ralph Dawson, Assistant Secretary of the Guaranty Trust Company. Robert A. Shaw, of the Overseas Division of the Foreign Department of the Guaranty Trust Company of New York, is the treasurer. The directors are Charles H. Sabin, Seward Prosser, President of the Bankers Trust Company; Thatcher M. Brown of Brown Brothers and Company, who will represent the interests of the Mercantile Bank of the Americas; Eugene W. Stetson and Albert Breton, Vice-Presidents of the Guaranty Trust Company of New York; F. I. Kent, Vice-President of the Bankers Trust Company; Ralph Dawson, Herbert Fleishhacker, President of the Anglo and London, Paris National Bank, San Francisco, Cal.; M. F. Backus, President of the National Bank of Commerce, Seattle, Wash.; C. F. Adams, Vice-President of the First National Bank, Portland, Ore.; and George E. Smith, President of the Royal Typewriter Company and of the American Manufacturers Export Association, New York.

Resources

The territory to be reached by the Asia Banking Corporation has a variety of resources and a variety of climatic conditions, varying from the cool temperate section of northern Manchuria to the subtropical section of the area tributary to Hankow and Shanghai in the South. Manchuria in the North is primarily an agricultural section, resembling Dakota in climatic and physical features, with an area greater than New York, Pennsylvania and Texas combined. The principal agricultural products are beans, maize, millet, wheat, wool, tobacco, hemp and rice. The agricultural products which figure mainly in the export trade are beans, bean cake, bean oil, and cereals.

Manchuria has large areas of virgin forest, but adequate transportation is lacking to make the timber resources of much commercial value. Mineral wealth is abundant, southern Manchuria being one vast coal field. The Fushun mine is probably the best known of those now in operation, with 20,000 workers. It is estimated that the same which are being worked contain approximately 800,000,000 tons of easily accessible coal. Coal is found quite generally in the northern part of Manchuria, but primitive mining methods and lack of adequate capital have prevented the full development of coal mining in this section.

China, at its present stage of development, is mainly an agricultural country. The great plains of the northeast forming a great half circle with the Shantung peninsula at the center, and the extensive flood plains of the lower Yangtsze constitute the only large plains areas in China, which comprise scarcely one-eighth of China's surface. Elsewhere only the narrow flood plains and small deltas relieve the usual monotony of the slope and mountain regions. The northern or great plains constitute for the most part the Hwang-ho delta, reaching inland for 400 miles. The Yangtsze plain extends inland in a series of basins for 600 miles, separated from the great northern plains by ranges of hills and mountains. These two plains coalesce, however, in the east so that continuous wide plains extend from Hangchow to Peking, a distance of about 750 miles. The Yangtsze plain extends inland 1,000 miles. These extensive plains equal in area that of Ohio, Indiana, Illinois, and Kentucky, and constitute the great agricultural resources of China. They now support an enormous populations—fully 40 percent of China's total—and furnish food and raw materials for export.

Among the most extensively cultivated agricultural products of Northern and Central China are soya beans, rice, cotton, tea, silk, ground nuts, hemp, jute, castor oil, apricots, etc. Of farm products, eggs, egg albumin, feathers, etc., are exported in great quantities. Animal products such as furs, wool, skins and hides, goat skins, and bristles form a very important part of China's exports.

Mineral Resources

General speaking there is a variety of mineral resources in most of the provinces of China and scientific surveys are almost sure to reveal mineral deposits now unknown, even to the Chinese. The most abundant mineral deposits of the country consist of coal and iron. The largest coal area in Northern China consists of Shansi field, occupying the province of that name but extending into the neighboring provinces of Honan, Chihli, Shansi, and Kansu. This territory lies westward of the railroad line extending from Hankow to Peking. It has been estimated that in this field there were more than 50,000 square miles of coal. The coal of the eastern section is mainly anthracite, while that of the western part is bituminous. It is asserted by experts that there is sufficient fuel there to supply the whole world for thousands of years. The anthracite area is estimated to be larger than that of Pennsylvania. Near Peking there are several coal fields accessible to railroads and to sea transportation which are being extensively operated at present. To the south of Hankow is another important coal area located in the province of Klangsi which is being mined now to supply the Government iron works established at Hankow.

Like coal, iron is widely distributed in China, and is often found closely associated with it. Honan, to the north, and Klangsi, to the south, of Hankow, are reported to be rich in iron ore. The most important iron plants are those of the Hanyehping Company, which are located at Hankow, and which produce approximately 150,000 tons of pig iron yearly. The extent and quality of the iron ore deposits of China are not definitely known. It is the opinion of many experts that the reserves of iron in China are quite similar to those of the United States and Brazil. Antimony also appears to be very abundant in Honan and Klangsi, and there is considerable export trade of this metal.

Clay deposits are found quite extensively in the northeastern section of the province of Klangsi and furnish material for the important pottery industry that has grown up there. Among other minerals mined in China are gold, silver, sulphur, asbestos, tin, lead, etc.

The Awakening Of A Nation

China has occupied a place of more or less complete separation from the rest of the world. The mountain areas of the Northwest, West, and Southwest have impeded communication with peoples of those sections, while the great expanse of the seas has restricted the relations with the peoples across the water. Thus the Chinese, of all the large nations, have been allowed to live a life of isolation, which, in certain respects, has led to stagnation, rather than growth of industry. But China is gradually awakening and is opening for the development of her immense resources, of which she has little definite knowledge.

A considerable portion of central and northern China has passed through the agricultural stage, and is ready to enter the industrial stage. The supply of cheap and industrious labor, a variety of natural resources, and sufficient food immediately available, constitute a remarkable combination of economic factors awaiting the touch of industrial and financial leadership. It is a rare opportunity in China's history. The Asia Banking Corporation will form another link between America and China and will play a constructive part in opening the way for trade, capital, and the formation of a better spirit between the Occident and the Orient.

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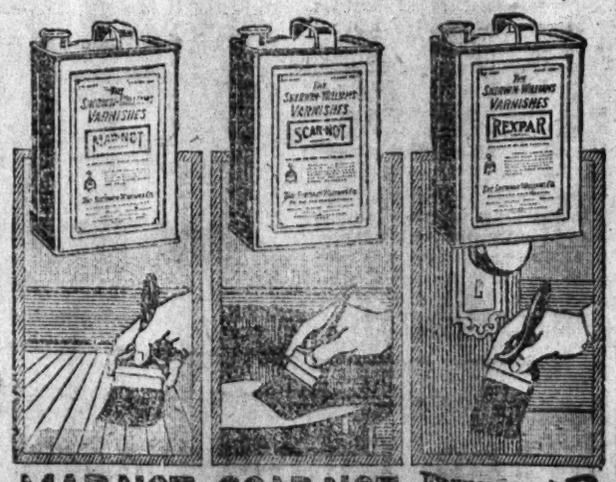

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Ludendorff As French See Him

Physically one's first impression of Ludendorff is that of a vast forehead, very rounded, very well deluded of hair, above eyes of the profoundest blue, that search keenly. A blond mustache is traced definitely, along with the thin lips, disdainfully curved. The chin inclines to the double formation. The head as a whole seems to reflect lively intelligence, an obvious mentality contrasting with trooper Hindenburg's heavy mass and ponderous look. Ludendorff's corpulence is great enough, considering his medium height, yet he conveys an impression of the energetic man, sure of himself, in full physical and intellectual vigor. The portrait is sketched in the Paris Illustration by Commandant Henri Carre, who knows Ludendorff and who has done perhaps one of the best of the many sketches now taking up so much space in the French press. Is he a genius? The question is of critical importance, suggests the Debats, considering the importance attached to the quality not by Napoleon only but by all who have written on the art of war. Commandant Carre reaches the conclusion that Ludendorff is no better, to say the least, than Foch, and the German has yet to display the artistry of the Frenchman, the art of war being as important as the science. Nevertheless, reckoning with the danger of underestimating the enemy, if pains be taken to take the true measure of Ludendorff, the idea of him is, the French Commandant says, that of a man brilliant as regards intelligence, indefatigable by nature, endowed with a most supple mind. He is rich in the expedients devised on the spur of the moment—a quality precious to von Moltke—and he has liveliness of imagination. The brain is, in a word, rich in ideas. Ludendorff is, accordingly, a great soldier because he reveals imagination and ideas. All his qualities are reenforced, fortified, accentuated by cool energy, a tenacious will and a strong soul.

Ludendorff is, as German commanders go, young and his career in Berlin passes for rapid and even brilliant. He is not much past fifty, for he was born in Kruszevina, in the province of Posen, April 9, 1865, his rise having been so meteoric that the ordinary reference book even in Germany fails to note the fact. Erich Ludendorff had the good luck to possess a far-seeing and wealthy parent of Prussian stock, who got him, at seventeen, into the Ploen cadet school, from which he emerged as a sub-lieutenant in an infantry regiment at Wesel. The young man turned up as a lieutenant of marines at Kiel and then got into the grenadiers. His ambitions were always military and they took him to the war academy which sent him forth with the rank of captain at thirty. How he got into the great general staff at Berlin, in view of his comparatively mediocre origin, is not clear, but he went out of it and through the grades successfully. He proved himself an officer of the correct general staff type, bred in the true Moltke school and a reliable pupil of General von Schlieffen. Ludendorff was early established as a military scientist with rare gifts for the assimilation of whatever knowledge came his way. When he was forty-seven he took command of the fusiliers at Dusseldorf and not long after he was at Strasbourg as major-general of infantry. This was the force with which he went into the grand mobilisation for the war and he replaced, as head of the fourteenth brigade, that General von Vassoff who was killed at Liege. In the course of the swift operations which reduced that place, the brilliant behavior of Ludendorff, who led assault at the head of his brigade, earned for him one of the first of the crosses of a knight of the order "pour le merite" of which Emperor William is so sparing.

Now occurred in the career of Ludendorff the "decisive event" of which so much has been written. The general staff had become worried at the advance of the Russian forces into German territory. It was Ludendorff, however, who suggested Hindenburg and not Hindenburg who suggested Ludendorff. The aged man was intimately acquainted with the theater of operations in East Prussia. Ludendorff's reputation for sound judgment was so solid that the all-highest took the risk of heeding his suggestion. Hindenburg was dragged from his retirement at Hanover and naturally he selected Ludendorff as his chief of staff. These are the facts, declares our French authority, in spite of many a tale to the contrary. In no long time the pair won the Tannenberg victory, which brought to one the grade of field-marshal and to the other that of lieutenant-general. At the head of a group of armies they gained the day at the Mazurian lakes, and specialising in the Russian theater of operations, they redeemed their native land from pressing perils with the conquest of Poland and Galicia. Just two years ago, in consequence of the Brousiloff offensive, "which caused the German defense to tremble to its foundations," Hindenburg, still "doubled" with Ludendorff, was given command of all the Austro-German forces in the eastern theater. Before many days—replacing von Falkenhayn, who had to take all the blame for the Verdun check—Hindenburg was made chief of the general staff, with Ludendorff at his right hand as general of infantry exercising the functions of a chief general quartermaster. "They ticked like two clocks."

The whole German press was jubilant. "An immense delight reigns everywhere in the fatherland. Our new Blucher retains at his side our new Gneisenau. Ludendorff remains with Hindenburg." The Kaiser assented to the eclipse of his own imperial star by the new constellation of the twins Hindenburg-Ludendorff and the field-marshal in turn—free from jealousy or full of gratitude—permitted the personality of his right-hand man to grow more decisive and conspicuous. On the Western front, until the beginning of the present offensive, the great idea of the two chiefs seem to the French expert we quote to have been the strategical retirement to that well-known Hindenburg Line. The operation was presented at home as "a bit of boldness conceived by the highest genius" and as "a prelude to solutions entirely new and magnificent." In spite of these enthusiasms, the great general staff took refuge in a strict defensive for the period of one whole year, during which it sustained the successive checks of Arras, Ypres, Vimy, the Chemin-des-Dames, Verdun and l'Allette. Ludendorff concentrated all his faculties upon the collapse of Russia before turning again to the "principal enemy," France, and the most detested of all the foes, England.

The collaboration of Hindenburg and Ludendorff has all this time been most intimate. In this association, one acts as the brain and the other as the right hand. One represents the young and active element, the fecund brain with the "ideas," while the other is the mass which brings the weight to bear. The decisions seem to be taken in common, but they are for the most part inspired by Ludendorff. In the enormous machine called "German war," one is the motor and the other is the power. Ludendorff is the true directing mind. Force is affirmed by our French authority to be eminently the characteristic of the man. One detects the facts in his favorite aphorisms. "As always in war," he observes, "one must now be strong and resolute. Superiority, danger—such things exist only for the feeble." He is fond of saying also that the strong man does not talk of danger but, at most, of the way to avoid it. Again: "He who complains of fatality had better accuse himself. A strong will creates its own destiny." Ludendorff says there is no such thing as fatality, as destiny. There is but the will of the strong man.

The character of Ludendorff is pronounced by the French observer to be "hard, cruel, pitiless," in accordance with the dominant ideal of Prussians in high command. Ludendorff, we are assured, was the most ferocious instigator of continued submarine warfare. He insists upon constant aerial bombardment of open and unfortified towns. "By killing the women and children," he is quoted as saying, "we destroy the future mothers and the ultimate defenders of their land; that is the future forces upon which the enemy depends." Ludendorff moreover, is a hypocrite, a sly and affected being. He is not above telling the newspapers that the lives of German soldiers are more precious than a mere swamp or a blackened ruin the enemy wants to preserve. He is notoriously the most sanguinary feeder of cannon with "fodder," never hesitating to pile high the plains of the Somme with heaps of German dead. Ludendorff attaches great importance to what he calls "moral," and no press agent had ever more skill. He keeps in touch with the journalists night and day, for it is a mistake to deem him the "simple soldier" at his ease only in the theater of war. He holds his regular receptions for the benefit of his friends, the reporters. He inspires a school of military criticism with its experts to prove that Germany is invincible. He is a master of the propaganda that works with fiction. He invented the system of heralding every German offensive far in advance, arguing that the effect upon enemy "moral" is tremendous.

Ludendorff is a commander who seeks less a strategical surprise than a tactical one. An organiser of experience and ability, he excels in preparation. His plans are not only large but definite. He concentrates. He affects a complete candor with the enemy, advertising an offensive that remains in details a secret, announced with menaces and shrouded in devices that bewilder, distract, terrify the inexperienced.

TELLS OF PROGRESS MADE AT TSINGTAU

General Hongo Contrasts Conditions Now With German Regime

Tokio, October 6.—General Hongo, the Commandant of the Tsingtau garrison arrived at Shimonoseki en route to Tokio at 5 p.m. October 4 to attend the military manoeuvers in Aomori prefecture. In connection with the progress in Tsingtau, the General is quoted as saying that wonderful progress was made in a year and sixty new companies and factories, large and small, have been established, while the number of new branches of different companies and guilds is estimated at fifty. The streets have been expanded two times greater than under the German administration while trade has rapidly developed, showing an increase of Yen 20,000,000 compared with that at the time of the German regime. The great harbor is used for the trade of the Japanese and the small one for the Chinese and both harbors are invariably crowded. To Tatungchien, the factory quarter, a new road has been opened, and many buildings on either side of the road have made it an important thoroughfare. All the buildings are restricted to brick construction. Also the water works have been expanded. Education has not been forgotten and the number of the pupils of primary schools is 1,700, that of middle and high girls' schools is 1,500. Besides, general progress has been made in the neighborhood of Tsingtau, especially at Chimin, Shantung province being rich with natural resources, especially mines and the annual output of iron is increasing year after year.

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HEAD OFFICE
74, RUE ST. LAZARE, PARIS.

Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italfano

Taels, Dollars, Gold Accounts

Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION,
Manager.

1 French Bund, Shanghai.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 19,500,000
$34,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins, Esq., Deputy Chairman.
S. H. Dodwell, Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
T. A. Plummer, Esq.
Hon. Mr. E. Shellim.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manilla	Tientsin
Hankow	Nagasaki	Tsingtau
Harbin	New York	Yokohama
Hollo	Peking	

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government ...	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9, Rue Boudreau.
London office: 64 Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowak	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

81 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and fixed Deposits, in Taels, Dollars and Roubles, Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Capital	$541,000.00
Reserve Fund	$11,000.00
Deposits (June 30, 1918)	$2,688,000.00

Cable and Telegraphic Address:
"COMSAVBANK"
Telephone: Central 4522.

Correspondents at the principal cities throughout China and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Every description of Banking and Exchange business transacted.

Interest allowed on Savings Accounts at 4% per annum.

Pocket Saving Banks.
Safe Deposit Boxes.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidental Mandate of 15th April, 1915)

Authorised Capital ...	$60,000,000.00
Paid-Up Capital	12,279,800.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local Bills discounted. Interest allowed on Tael Current Account at 2 per cent. per annum, on Dollar Current Account at 1 per cent. per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 4 per cent. per annum.
For 6 months at the rate of 5 per cent. per annum.
For 12 months at the rate of 6 per cent. per annum.

SUNG HAN-CHANG,
Manager.

Shanghai, 1st August, 1918.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin
Alexandria, Cairo (Egypt,) and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed ...	Yen 48,000,000
Capital Paid-up	Yen 42,000,000
Reserve Fund	Yen 24,300,000

London Bankers:
The London County and Westminister and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Bombay	Los Angeles	S. Francisco
Buenos Ayres	London	Seattle
Calcutta	Lyons	Shanghai
Changchun	Manila	Shimonoseki
Dalny	Mukden	Singapore
Hankow	Nagasaki	Sourabaya
Harbin	Newchwang	Sydney
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kaiyuen	Peking	Tsinanfu
Kobe	Rangoon	Tsingtau

SHANGHAI BRNANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of China Limited.

Incorporated 1912.

Capital (fully paid).....	H.$2,000,000.00
Reserve Fund	H.$ 240,000.00
Investment reserve fund	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus .....U.S. $6,500,000
Undivided Profits .....U.S. $1,713,000
H. T. S. Green,
President & General Manager.

London Office:
36 Bishopsgate, E. C.

San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking, Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars acording to arrangement.

H. G. MARSHALL,
Chief Manager.

MITSUI BANK, LTD
SHANGHAI BRANCH
3 Foochow Road

Capital (Paid-up) .....Yen 20,000,000
Reserve .....Yen 13,950,000

Head office: Tokio, Japan.

President: Baron Takayasu Mitsui
Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Kukagawa (Tokio), Otaru,
Bankers:
London: Messrs. Barclays Bank, Ltd. The London City and Midland Bank, Ltd.
New York: The National City Bank of New York.
The Guaranty Trust Co. of New York.

Every description of Banking and Foreign Exchange Business Transacted.

I. KENJOH, Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	659,000

HEAD OFFICE 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH
Manager.

26 The Bund.

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

Paid-Up
Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
60 Branches and Agencies at principal commercial places in China

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

SUMITOMO BANK, LIMITED
SHANGHAI BRANCH
N. 1 Kiukiang Road.

Capital ..... Yen 30,000,000
Reserves ..... Yen 4,650,000

President, Baron K. Sumitomo

Head Office: OSAKA

Branches:
Important places in Japan
London, New York, San Francisco Seattle, Honolulu, Bombay and Hankow.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.

Telephones:—
Central 2318 Manager.
Central 2350 General Office.
Central 2356 General Office.
Central 4668 Compradore.
Central 4621 Night only.

The National Commercial Bank, Ltd.

(Formerly The Chekiang Shing Nih Chartered Bank Ltd.)

Established 1907.

Paid-Up Capital	$1,000,000.00
Reserve Fund	266,000.00

Head Office: Shanghai
14, Peking Road.
Managers' Office Central 2650
Tel.: General: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange Business transacted.

Modern Safe Deposit Boxes For Rent

Shen Chu Hsu, Manager,
Shu Chin Mih, Sub-Manager.
O. C. Yang, Sub-Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 11,595,461, (about £966,288)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondeents at the principal placies in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in tales and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG,
Manager.

THE EXCHANGE BANK OF CHINA
SHANGHAI BRANCH.
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital .....Yen 10,000,000
Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description Transacted.

Foreign and Domestic Exchange Business a Specialty. We issue Demand Draft, T/T, Letters of Credit Buying and Selling Specie, Etc., Etc.

Foreign and Domestic Commercial Papers and Bills Discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

YOA YU,
Manager.

中國銀行
CHUNG FOO UNION BANK

(Established in 1917.)
Statutes approved by the Government in 1916.
Head office: Tientsin
Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsinkiangpu	

Agencies and Correspondents in foreign countries:
London, International Banking Corporation.
New York, International Banking Corporation.
San Francisco, International Banking Corporation.
Tokio, Bank of Chosen.
Kobe, Bank of Chosen.
Osaka, Bank of Chosen.
Yokohama, Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S.441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.

Tel. Central 2618 General Office.
Tel. Central 1929 Manager's Office.

Business and Official Notices

SPECIAL NOTICE

The Exchange Bank of China

41 KIANGSE ROAD

NOW ready to transact both foreign and domestic exchange business of every description.

Inquires regarding rates, etc., are solicited.

Telephone, Central 1941

19805

Shanghai Rowing Club

AUTUMN REGATTA AT HENLI

October 27, 1918

PROGRAM

Griffins' Fours
Hong Fours
Griffin Tub Sculls
International Trial Fours
Sailing Race
S.V.C. and Fire Brigade Fours
Griffins' Pairs
Club Fours
Committee and Club Eights.
Motor Boat Race.

Special train arrangements will be made for competitors on Oct. 13 and 20, and for members and visitors on October 26 and 27.

HOUSEBOAT MOORINGS

Members and visitors requiring houseboat berths are requested to make early application.

Stations will be allotted in the order in which applications are received.

It is advisable to make early arrangements with Towing Companies.

By Order of the Committee,
E. A. ERICSON,
Hon. Secretary.

19713

Chen Chan Tai & Co.

All kinds of new skins and furs have now arrived from their noted places of produce: sable, ermine, otter, beaver, mink, musquash, tiger, leopard, wolf, raccoon, cat (black all over), and naturally black, white, red, and yellow fox skins, etc., all of superior quality and good for gentlemen's and ladies' garments, collars, muffs, etc. Gray, black and white goatskin rugs in large sizes. Our furs are *superior* and *moderate in price.*

No. 133, Honan Road, Shanghai.
Telephone No. 2933.

19732

TAKE ADVANTAGE

OF THE

HIGH EXCHANGE!

Carry a Gold Dollar Account

WITH

AMERICAN EXPRESS COMPANY

No. 10 The Bund

Roumanian Gipsy Divinatress

Madame Tichanskay

Reception hours: 10—12 a.m.
2— 8 p.m.

6-B Miller Road.

19747

SPECIALIST

(can speak English well)
For
Venereal and Surgical diseases.
Men and Women's diseases.
Skin diseases and rheumatism
Injection of all kinds of vaccine serums, and 1914 (606).
Charges moderate.
(Japanese) Dr. K. WATANABE, A.M., M.D.
21 Haining Road (fifth house from North Szechuen Road).
Tel. North 2279.

17846

CHEAP SALE

Five thousand kinds of Books. New Books, Second-hand Books, Magazines, Newspapers, Novels, Fashions, Fiction, and Different Topics.

ONE MONTH ONLY
Beginning on October 6th
Change Every Day
No. 111 Szechuen Road.

19597

Dr. Oks, M.D.

Specialist for diseases of and operations on eyes, ears, throat and nose.

9-11 a.m. and 1-4 p.m.

3 Kiukiang Road. Tel. Cent. 1801.

19718

TURKISH BATH and MASSAGE ESTABLISHMENT

Specialty for rheumatism and nervousness; fat people reduced. 15 years' experience in U.S.A. Patients attended at their residences by arrangement.
Prof. I. K. SETO,
Tel. N. 2768. 25 North Szechuen Road

Calculator Machines for Sale

A time-and-money-saving machine which adds, subtracts, multiples and divides. Sold for the small sum of Tls. 15.00 only.

APPLY TO THE
Continental Import & Export Company
8 MUSEUM ROAD.

18867

ASTOR GRILL

(Broadway, near Astor House)

Musical Dinner
Every Night
From 8 to 11 o'clock

Best cuisine and wines

Tel. North 1846

SCIENTIFIC EYE TESTING

Refracting and Manufacturing
TORIC LENSES
Accurate lens grinding. Sun Glasses and Goggles.
THE NATIONAL OPTICAL CO.
69 Nanking Rd.—Tel. Cent. 1242
(Two doors above Honan Rd.)

S.S. "STANLEY DOLLAR"

The s.s. "Stanley Dollar" is now discharging her cargo at the Shanghai-Hongkew-Pootung East Wharf. Consignees are requested to send in their Bills of Lading for countersignature and take immediate delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the Wharf on Wednesday, October 23rd, at 10 a.m.

THE ROBERT DOLLAR CO.

19787.

S.S. "HAROLD DOLLAR"

The s.s. "Harold Dollar" is now discharging her cargo at the Shanghai-Hongkong-Pootung East Wharf. Consignees are requested to send in their Bills of Lading for counter-signature and take immediate delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be reconised. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the Wharf on Friday, 25th October, at 10 a.m

THE ROBERT DOLLAR COMPANY.

19786.

Shanghai Waterworks Co. Ltd.

THE Directors regret to have to announce that owing to the delay in arrival of machinery from home, due to the War and a break-down of one of the Company's pumps, it is probable that the water pressure will be considerably reduced for a time during the forenoon.

By Order of the Board,
ARTHUR P. WOOD,
Engineer-in-Chief and Secretary.

19785

Mr. and Mrs. Seki

Electric and Hand Massage
Graduated at the Massage School of Tokyo, Japan.
No. 1469, Woosung Road,
End of Minghong Road,
SHANGHAI.

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road.
Telephone Central 3385.

T. Ichiki & Co.

Phone North 2631.
Dealer in
Musical Instruments and Music.
Y. 36, North Szechuen Road.

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.

17257

Passengers Arrived

Per C.M. s.s. Haimming from Tientsin: Miss Pearson; from Chefoo: Mr. and Mrs. E. Kocher, Mr. and Mrs. K. Roth and child, Messrs. Hoffmann and F. B. Grunge.

Per C.M. s.s. Kiangteen from Ningpo: Mr. Walsh.

Siccawei Weather Report

18.—Squally weather during the morning on our coasts; the barometers have considerably risen in the Hwang-ho Valley and in our regions. The typhoon of Luzon is still on the China Sea between Luzon and the Paracels.

19.—Very cloudy weather. Barometer reading very close to the average and showing a tendency to rising. NE breezes.

Saturday, October 19, 1918.

Weather	4 A.M.	9 A.M.
Bar. at Centg., mm...	764.97	766.97
Bar. at Centg., inches.	30.12	30.17
Variation for mm 24h	†2.67	†0.99
Variation for mm 12h	—0.07	—0.73
Wind—Direction	NNE	NE
Wind—Kilom per hour	15	17
Wind—Miles	9.3	10.6
Temperature—Cen ...	14°5	17°7
Temperature—Fah ...	58.1	63.8
Humidity co:	73	61
Nebulosity 5-10	5	7
Rainfall mm	—	—
Rainfall inches	—	—

WANTED

By big naval engineering and building firm, naval engineers, builders and overseers. Apply with bonafide testimonials, and particulars concerning terms and conditions, to Messrs. Brossard, Mopin & Co., Tientsin.

19706

Dr. James Yuking

Men's Diseases only
Hours: 8 a.m. to 8 p.m.
Y.282 North Szechuen Road.
Special rates to men in uniform.

BRISTLES

SKINS

Born 1915—Still existing

CARPETS OF EXCELLENCE

At the Lowest Possible Prices.
Come and See Us.

The HWA YENG Factory—the largest and most modern of its kind—invites your inspection and patronage. We have a large stock of Tientsin carpets and rugs from which to choose. The best patterns manufactured from guaranteed quality sheep or camel hair. Our dyes are warranted fadeless. Customers' own designs made up to order.

Price according to quality and size from $7.50 upwards or, by the square foot, at $0.50 to $1.40 per foot.

For the convenience of our Patrons we have recently arranged an adequate and comfortable showroom PLEASE PAY US A VISIT. We shall be pleased to show you our carpets and the method of manufacture. You will not be importuned to buy; we leave this matter to your judgment.

Our factory will be found on the NORTH side of PEKING ROAD, a little East of Shanse Road corner. The No. is

127 PEKING ROAD.

BEWARE *of imitation Carpets*—purported to be made from camel or sheeps' wool—which are really manufactured from Hemp.

A Camel wool carpet will wear for 15 years.

A Hemp Carpet will wear for only 3 years.

HONMA HOSPITAL,

No. 8A Miller Road. Tel. North 2961

DR. T. YAMADA,
(former Assistant at the Imperial Universities at Tokio and Fukuoka.)
Internal Medicine,
Children's Diseases.

DR. K. HONMA,
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases,
Confinements, Surgery,
Skin Diseases.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 20, 1918

Dates and Destination	Per	Chi.	Br.	USA	Ems.	Jap.	Rus.
Today							
Swatow and Hongkong .. .	Kaifong	10.00	..	..	..	..	9.30
River Ports..	Train & Str.	11.00	..	..	..	..	1.00
Hongkong and Canton ..	Taitung	9.00	..	..	..	..	8.30
Peking and T'tsin (Every day	Train.	..	17.00	..	..	..	17.00
T'tsin (Daily except Sunday		..	15.00	..	..	..	..
Tomorrow							
Hongkong and Canton ..	Singan	11.00	..	..	..	..	21.00
River Ports..	Train & Str.	11.00	..	..	..	..	21.00
Hongkong		..	17.00	..	..	..	..
Hongkong and Canton .. .	Heinkong	11.00	..	..	..	..	21.00
Hankow		..	17.00	..	..	..	..
Ningpo		..	15.00	..	..	..	..
Tuesday, Octobre 22.							
Weihaiwei, Chefoo & Tientsin	Tungchow	9.00	9.00	..	..	..	8.30
Tsingtao & Dairy	Sakaki maru	11.00	..	..	..	..	10.30
Weihaiwei, Chefoo & Tientsin	Shangsing	14.00	..	..	..	..	8.30
River Ports	Train & Str.	11.00	..	..	..	..	21.00
Antung	Panting	14.00	..	..	..	..	13.30
Foochow	Kchoku maru						
Wednesday, October 23.							
S'kong, S.Ports, A'ra, Straits Ceylon, India & E'pe v. Suez	†Dumbea	..	28.30	..	..	..	..
Manila	Suwa maru	8.00	..	..	..	‡17.30	16.00
Hongkong and Canton ..			..	..	..	..	7.30
Hongkong, S. Ports, Australia, Straits, C'lon, India & E'pe		28.00					
Amoy and Hongkong			17.00	..	..	..	..
Amoy, Hongkong and Canton	Sanning	21.00	..	..	..	..	21.00
Swatow	Tamsui	21.00	17.00	..	..	..	21.00
Manila Direct	Suwa maru	16.00	..	..	..	..	15.30
Friday, October 25.							
Japan and America via Moji	Yawata maru	..	..	..	..	x20.00	19.30
Sunday, October 27.							
N'saki, Kobe, Yokohama, Canada, U.S.A. and Europe via Canada or U.S.A.		..	a17.00	..	..	..	..
Japan, Canada, U.S. & Europe via S. U. A.		..	a16.00	..	..	..	..

† Ordinary mail will close at the French Post Office at 9 a.m. and registered at 5 p.m. on previous day.

B Registration 5 p.m. on previous day.
E Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.
F Letters and boxes with declared value 4.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. the Russian Post Office.

Vessels In Harbor And At Woosung

Date	From	Ship's Name	Flag	Agents
Sept. 5	— Glasgow	Idomeneus	Br.	B. & S.
Sept. 16	— Japan	Matsu Maru	Jap.	M.B.K.
Sept. 25	— Cruise	Pacific	Dan.	G-N Tel Co
Oct. 1	— Japan	Meiho Maru	Jap.	
Oct. 18	— Hankow	Meifoo	Am.	S. Oil Co
Oct. 3	— Japan	Shinyu Maru	Jap.	
Oct. 7	— Cruise	Store Nordiske	Dan.	G.N.T. Co.
Oct. 8	— Cruise	Liuhsing	Chi.	Customs
Oct. 8	— Hongkong	Dumbea	Fr.	M. M.
Oct. 10	— Japan	Sambashi M.	Jap.	
Oct. 10	— Hankow	Luenyt	Br.	B. & S.
Oct. 13	— Hankow	Banzei M. No. 3	Jap.	S. Shokai
Oct. 14	— Hongkong	Shiyang	Br.	B. & S.
Oct. 14	— Yangtze	Misaki Maru	Jap.	M. B.B. Co.
Oct. 15	— Hankow	Kiangyu	Chi.	C.M.S.N. Co.
Oct. 15	— Hankow	Kian	Br.	B. & S.
Oct. 16	—	Grayson	Am.	B.A.T. Co.
Oct. 17	— Hongkong	Kaitong	Br.	B. & S.
Oct. 17	— Japan	Nagata Maru	Jap.	A. P. Co.
Oct. 18	— San Francisco	Ecuador	Am.	P.M.S.S. Co.
Oct. 18	— Japan	Rekizan Maru	Jap.	
Oct. 18	— Cruise	Likin	Chi.	Customs
Oct. 18	— Hongkong	Taisang	Br.	J.M. & Co.
Oct. 18	— Hankow	Yohyang Maru	Jap.	N.K.K.
Oct. 18	— Cruise	Chuentao	Chi.	Customs
Oct. 18	— Japan	Taito Maru	Jap.	
Oct. 18	— Newchwang	Toonan	Chi.	C.M.S.N. Co

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Gun	Man	Commander
WTW	———	——	Snipe	Br. g-b.				
RVIII	Oct. 7	——	Chiyoda	Jap. cr.				
M.M.B.	Oct. 10	——	Villalobos	Am. g-b.				
W.T.W.	———	——	Nightingale	Br. g-b.				
P&OBI	Oct. 18	——	Sel. Caboto	It. g-b.				

AMUSEMENTS

APOLLO THEATRE

TOMORROW
The Serial Supreme
"THE HOUSE OF HATE"
FEATURING
Pearl White — Episode 9 — *"Poisoned Darts"*
Antonio Moreno — Episode 10 — *"Double Crossed"*
AMERICAN GAZETTE - PATHE'S - BRITISH GAZETTE
"A TRIP TO ST. FLOUR AND AURILLA"
LONESOME LUKE — *The man with the smiles*
IN "A LESSON IN FLIRTATION"
Time and Prices as usual. Booking at Robinsons.

MATINEE: TODAY 3 P.M.
"The House of Hate"
Episode 7. "The Germ Menace"
" 8. "The Untold Secret"

TONIGHT, 9.15 P.M.
"JACK AND THE BEANSTALK"
The great Fairy Story in
10 WONDER REELS 10!

Thursday next
Bessie Love IN "STRANDED"
A great Triangle Play
Look out for
KEELEY AND ALDOUS
Novelty Dancers and Songs right up-to-date

Sailed from Shanghai

For London, etc.
Inaba Maru ..... Sept. 22
Iyo Maru ..... Oct. 15
For Liverpool etc.
Arestes ..... Sept. 20
Glengyle ..... Oct. 14
For San Francisco
Shinyo Maru ..... Oct. 5
Venezuela ..... Oct. 12
For Seattle
Kashima Maru ..... Sept. 29
For Tacoma
Arabia Maru ..... Sept. 28
Javary ..... Oct. 18
For Vancouver
Key West ..... Sept. 26
Monteagle ..... Oct. 14
Melville Dollar ..... Oct. 15
For Naples, etc:
Hwahting ..... Oct. 3
For Port Said:
Canton Maru ..... Oct. 9
Towa Maru ..... Oct. 16

Launch Services

Tuesday, October 22, 1918.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 12 noon.

Friday, October 25, 1918

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 1 p.m.

Amusements

SEE TONIGHT
at the
VICTORIA THEATRE

The Famous American Detective Girls
MARIN SAIS
and
OLLIE KIRBY
in
"THE SOCIAL PIRATES"

AT THE
OLYMPIC THEATRE

On October 20th and 21st
Wallace Reid
IN
Paramount Pictures
WITH
Anita King
IN THE THRILLING AND NOVEL WESTERN PHOTO-DRAMA
"The GOLDEN FETTER"
In Five Parts

AND OTHER NEW FILMS

ISIS THEATRE

Corner of Jukong and North Szechuen Roads

PROGRAMME
for
Sunday, 20th October,
Chaplin Programme

A Billy West (Imitator of Chaplin) in two Parts (Comedy) is included in this Programme

Dress Circle 40 Cents
Box Seats 50 Cents

Matinee This Afternoon
"The Secret of the Submarine"
11th and 12th Episodes: 4 Parts

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Oct.	27 —	San Francisco	Nanking	Am.	C.M.S.S. Co.
Oct.	28 —	Seattle, etc.	Katori Maru	Jap.	N.Y.K.
Oct.	29 —	Tacoma and Seattle	Manila Maru	Jap.	O.S.K.
Oct.	30 —	Tacoma and Seattle	Andes Maru	Jap.	O. S. K.
Oct.	— —	Vancouver	Stanley Dollar	Br.	R. D. Co.
Nov.	— —	Vancouver	Harold Dollar	Br.	R. D. Co.
Dec.	— —	Vancouver	Bessie Dollar	Br.	R. D. Co.
Nov.	3 —	San Francisco	Korea Maru	Jap.	T.K.K.
Nov.	15 —	San Francisco	Siberia Maru	Jap.	T.K.K.
Nov.	18 —	Seattle, etc.	Suwa Maru	Jap.	N.Y.K.
Nov.	24 —	San Francisco	China	Am.	C.M.S.S. Co.
Nov.	28 —	San Francisco	Tenyo Maru	Jap.	T.K.K.

FOR JAPAN PORTS

Oct.	23 —	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
Oct.	24 —	N'saki, Kobe & Y'hama	Taiegami Maru	Jap.	N.Y.K.
Oct.	25 —	N'saki, Kobe & Y'hama	Kohura Maru	Jap.	N.Y.K.
		Kobe	Kaga Maru	Jap.	N.Y.K.
Oct.	26 —	Moji, Kobe and Osaka	Yawata Maru	Jap.	N.Y.K.
Oct.	30 —	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.
Nov.	1 —	Nagasaki	Simbirsk	Rus.	R.V.F.
Nov.	1 —	S'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N.Y.K.
Nov.	2 —	Moji, Kobe & Osaka	Kumano Maru	Jap.	N.Y.K.
Nov.	5 —	N'saki, Kobe & Y'hama	Chikugo Maru	Jap.	N.Y.K.

FOR EUROPE INDIA, STRAITS, ETC.

	—	London, etc.	Kitano Maru	Jap.	N.Y.K.
		London, etc.	Shidzuoka Maru	Jap.	N.Y.K.
		London, etc.	Aki Maru	Jap.	N.Y.K.
Oct.	23 —	Port Said, etc.	Dumbea	Fr.	M.M.

FOR SOUTHERN PORTS

Oct.	20	11.00*	Swatow and Hongkong	Kaifong	Br. B. & S.
Oct.	20	10.00*	Swatow, H'kong & C'ton	Taisang	Br. J.M. & Co.
Oct.	21	4.00	Ningpo	Hsin Peking	Br. B. & S.
Oct.	21	4.30	Ningpo	Hsin Ningshao	Chi. N.S.S. Co.
Oct.	22	4.30	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Oct.	22	D.L.	Hongkong and Canton	Singan	Br. B. & S.
Oct.	22	—	Hongkong	Hsinkong	Chi. C.M.S.N. Co.
Oct.	24	D.L.	Swatow	Tamsui	Br. B. & S.
Oct.	24	D.L.	Amoy, H'kong & Canton	Sunning	Br. B. & S.
Oct.	25	—	F'chow, K'lung & Takao	Kohoku Maru	Jap. O. S. K.
Oct.	28	—	Hongkong and Manila	Suwa Maru	Jap. N.Y.K.

FOR NORTHERN PORTS

Oct.	20	—	Chefoo and Tientsin	Hsinming	Chi. C.M.S.N. Co.
Oct.	20	—	Newchwang	Toonan	Chi. C.M.S.N. Co.
Oct.	21	—	Tientsin and Dairen	Daichi Maru	Jap. O.S.K.
Oct.	22	—	Tientsin & Dairen	Keelung Maru	Jap. O.S.K.
Oct.	22	3.00	Antung	Paoting	Br. B. & S.
Oct.	22	10.00*	W'wei, Chefoo & T'tsin	Tungchow	Br. B. & S.
Oct.	22	1.00	Dairen	Sakaki Maru	Jap. S.M.R.
Oct.	22	3.00	W'wei, Chefoo & T'tsin	Shengking	Br. B. & S.
Oct.	24	10.00*	W'wei, Chefoo & Antung	Shuntien	Br. B. & S.
Oct.	24	D.L.	Newchwang	Wenchow	Br. B. & S.
Oct.	25	2.00	Tsingtao and Dairen	Kobe Maru	Jap. S.M.R.
Oct.	26	10.00*	W'wei, Chefoo & T'tsin	Fengtien	Br. B. & S.
Nov.	1	5.00	Vladivostock	Simbirsk	Rus. R.V.F.

FOR RIVER PORTS

Oct.	21	M.N.	Hankow, etc.	Tungting	Br. B. & S.
Oct.	21	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co
Oct.	22	M.N.	Hankow, etc.	Woosung	Br. B. & S.
Oct.	22	M.N.	Hankow, etc.	Loongwo	Br. J.M. & Co.
Oct.	22	M.N.	Hankow, etc.	Yohyang Maru	Jap. N.K.K.
Oct.	23	M.N.	Hankow, etc.	Luenyi	Br. B. & S.
Oct.	23	M.N.	Hankow, etc.	Siangyang Maru	Jap. N.K.K.
Oct.	25	M.N.	Hankow, etc.	Chungking	Jap. N.K.K.

*A.M. ·N.M.—MIDNI GHT. D.L.—DAYLIGHT.

Arrivals

Arrived		From	Ship's Name	Flag	Agents
Oct.	19 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Oct.	19 —	Chefoo	Heinming	Chi.	C.M.S.N. Co.
Oct.	19 —	Hongkong	Eurybates		
Oct.	19 —	Japan	Sambashi Maru	Jap.	

Departures

Date		For	Ship's Name	Flag	Agents
Oct.	19 —	Moji, Kobe & Osaka	Kumano Maru	Jap.	N.Y.K.
Oct.	19	M.N. Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
Oct.	19 —	Hongkong and Manila	Ecuador	Am.	P.M. S.S. Co.
Oct.	19 —	Foochow	Haean	Chi.	C.M.S.N. Co.
Oct.	19 —	Chefoo and Tientsin	Hsinfung	Chi.	C.M.S.N. Co.
Oct.	19	M.S. Hankow, etc.	Fenkyang Maru	Jap.	N.K.K.
Oct.	19	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
Oct.	19 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangwah, Captain John McArthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tungting, Captain A. Torrible, will leave from the French Bund on Monday, October 21, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Tuesday, October 22**, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. Yohyang Maru, Captain Y. Ikeda, will be despatched from the N.K.K. Pootung Wharf on Tuesday, October 22, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo, tons 3,925, Capt. Finelson, will leave on Tuesday, October 22, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.**

HANKOW & PORTS.—The Co.'s Str. Siangyang Maru, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on Wednesday, October 23, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi Captain Frazier, will leave from the French Bund on Wednesday, October 23, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield & Swire, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Chungking, Captain J. Meathrel, will leave on Friday, October 25, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Kaifong, Captain E. B. Jones, will leave from the French Bund on Sunday, October 20, at 11 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. Scott, R.N.R., will leave from the French Bund on Monday, October 21, at 4:30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No, 77. Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Singan, Captain W. McDonald, will leave from the French Bund on Tuesday, October 22, at daylight. For Freight or Passage, apply to Butterfield & Swire. Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

HONGKONG.—The Str. Hsinkong, Captain J. Halket, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW.—The China Navigation Co.'s Steamer Tamsui, Captain J. S. DeWolf, will leave on Thursday, October 24, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Telephone No. 77.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Thursday, October 24, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The Str. Kohoku Maru, Captain S. Ohba, will be despatched from the Co.'s Yangtszepoo Wharf on Friday, Oct. 25, ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. Central 4234 and 4235.

HONGKONG.—The Str. Mexico Maru, Captain K. Komiya, will be despatched from the Co.'s Yangtszepoo Wharf on Thursday, Dec. 5, at ——— The steam-launch conveying passengers on board will leave the Customs jetty at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Central Tel. No. 4234 and 4235.

For Northern Ports

CHEFOO and TIENTSIN.—The Str. Hsinming, Capt. H MacKenion, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

NEWCHWANG.—The Str. Toonan, Capt. Taylor, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

ANTUNG.—The China Navigation Co.'s Steamer Paoting, Captain P. R. Purslow, will leave on Tuesday, October 22, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents. Telephone No. 77.

TIENTSIN and DAIREN.—The Str. Daichi Maru, Captain H. Miyaji, will be despatched from the Co's. Yangtszepoo Wharf on Monday, October 21, at ——— The steam-launch coveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosne Kaisha, No. 4, The Bund Central Tel. No. 4224 and 4235.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Bennett, will leave from the French Bund on Tuesday, October 22, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shengking, Captain McIntosh, will leave from the French Bund on Tuesday, October 22, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN via TSINGTAO.—The Steamer Keelung Maru, Captain Y. Fukami, will be despatched from the Co.'s Kaiyosha's Wharf on Tuesday, October 22, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Central Tel. No. 4234 and 4235.

NEWCHWANG.—The China Navigation Co.'s Steamer Wenchow, Captain A. McDowell, will leave on Thursday, October 24, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO and ANTUNG.—The China Navigation Co.'s Steamer Shuntien, Captain Northcombe, will leave from the French Bund on Thursday, October 24, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Captain Harris will leave from the French Bund on Saturday, October 26, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA & SEATTLE, VANCOUVER CALLING at VICTORIA, B. C. via NAGASAKI, KOBE YOKKAICHI, SHIMIDZU and YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Tuesday, October 29. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle, Tacoma and Canadian Pacific Railway Company at Vancouver. Consular Invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. Central 4234 and 4235.

TACOMA & SEATTLE CALLING at VICTORIA B.C. via KOBE YOKOHAMA.—The Osaka Shosen Kaisha's Str. Andes Maru, Captain K. Saito, will be despatched on Wednesday, October 30. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U.S.A. For freight please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. Nos. Central 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. There steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengkiang.—Sailing from the French Bund.

Regular sailing every Tuesday and Saturday and every alternate, Thursday.

For AMOY, SWATOW, HONGKONG, and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailing every Tuesday, Thursday and Sunday mornings.

For Ningpo—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-23 French Bund.

Freight: Telephone Central 77,
Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"
Trans-Pacific Service
BY the New, 14,000 Ton Oil Burning Steamers
"ECUADOR" VENEZNELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong and Manila

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two Bed staterooms only No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA" ....16,000 tons "SANTA CRUZ" 15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta	For San Francisco via Cobu and Honolulu
S.S. SANTA CRUZ ... Nov. 27	S.S. SANTA CRUZ .. Sept. 25

Safety and comfort of passengers our first consideration. For information oe freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Governmnt
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE
For Marseilles
For Genoa
AMERICAN LINE.—In connection with the Chicago Milwaukee and St. Paul Railway.
Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria or Vancouver, B. C.

		arr.	leave.
For Tacoma and Seattle, Wash.			
MANILA MARU ...(18,000 tons)	Capt. N. Kobayashi,	Oct. 28	Oct. 29
ANDES MARU ...(15,000 tons)	Capt. K. Saito,	Oct. 28	Oct. 30
For Hongkong			
CHICAGO MARU (12,000 tons)	Capt. T. Saito,	Oct. 14	Oct. 15
CHINA COASTING LINE			
For Tientsin and Dairen			
DAICHI MARU ...(1,200 tons)	Capt. H. Miyaji,	Oct. 19	Oct. 21
KEELUNG MARU (1,659 tons)	Capt. Y. Fukami,	Oct. 20	Oct. 22
For Foochow, Keelung (Formosa), and Takao			
KOHOKU MARU ..(2,610 tons)	Capt. S. Ohba,	Oct. 24	Oct. 25

The Company also run numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan.
For freight, passage and further information, please apply to.—

M. SHIMAMURA.
Manager.
Tel Address: SHOSEN, SHANGHAI.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tels Centre' 4234 and 4235

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
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OCEAN SERVICES LIMITED

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via VANCOUVER
In connection with the Canadian Pacific Railway

S.S. "EMPRESS OF JAPAN"
and
S.S. "MONTEAGLE"
Sailing from Japan Ports to Vancouver
Dates on Application

DOMINION EXPRESS TRAVELERS' CHEQUES SOLD
Accepted for full face value in every city in America.

For further information regarding passenger fares, sailings, etc., apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading quotation of freight rates, etc., apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA
(ORIENTAL STEA MSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

KOREA MARU	For San Francisco	November 3
SIBERIA MARU	For San Francisco	November 15
TENYO MARU	For San Francisco	November 28

FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Service, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the Purser.

T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Buildings.
'Phone Central 3229 (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING"	OCT.	27th
S.S. "CHINA"	NOV.	24th

*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "CHINA"	NOV.	6th
S.S. "NANKING"	DEC.	24th

For further information regarding passenger fares, sailings, freight rates etc., apply to
F. C. CHARMAN,
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For London or Liverpool via ports.
*(For Liverpool).

	Tons		
SHIDZUOKA MARU ...	12,500		
AKI MARU	12,500		

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt. I. Noma,	Oct. 28
SUWA MARU	21,000	Capt. T. Sekine	Nov. 18

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMSHIRO MARU	7,000	Capt. Y. Nakajima,	Nov. 1
CHIKUGO MARU	5,000	Capt. M. Taniguchi,	Nov. 5

SHANGHAI, MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU ...	4,500	Capt. T. Arakida,	Oct. 23
YAWATA MARU	7,000		Oct. 26
OMI MARU	7,000	Capt. M. Machida,	Oct. 30
KUMANO MARU	9,500	Capt. S. Saito,	Nov. 2

FOR JAPAN

KAGA MARU	12,500	Capt. H. Segawa,	Oct. 17

KOBE TO SETTLE

KAMO MARU	16,000	Capt. R. Shimidzu,	Oct. 18

FOR HONGKONG

KASHIMA MARU	19,000	Capt. Y. Tozawa,	Dec. 4
KAISHIMA MARU	19,000	Capt. Y. Tozawa,	March 5

FOR MANILA AND HONGKONG

SUWA MARU	21,000		Oct. 28
FUSHIMI MARU	21,000		Nov. 26

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000		Oct. 20
KITANO MARU	16,000		Nov. 20
TANGO MARU	14,000		Dec. —

CALCUTTA LINE

Regular Fortnightly Service between Yokahama and Calcutta (calling at Shanghai on homewrd voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ = Midnight, 13³⁰ = 1³⁰ p.m.

July 1st, 1917, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2035	835	300	0	dep. Peking arr.	2230	1930	1020
2345	1112	635	. .	arr. Tientsin-Central dep.	1935	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1655	710
000	1125	650	. .	arr. Tientsin-East dep.	1920	1645	700
1910	520	2310	524	arr. Mukden dep.	240	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
745	1130	—	0	dep. Tientsin-East arr.	—	1735	1612
725	1110	—	2,71	arr. Tientsin-Central dep.	—	1655	1602
745	1200	—		dep. Tientsin-Central arr.	—	1631	1547
1153	1500	—	78	dep. Tsangchow dep.	—	1332	1231
1457	1746	—	148	dep. Techow dep.	—	1043	926
1801	2021	—	—	arr. Tsinanfu dep.	—	806	641
7.	:	—	220	:	—	:	8.
830	2031	—	—	dep. Tsinanfu arr.	—	756	1813
1039	2231	—	266	dep. Taianfu dep.	—	601	1542
1300	038	—	318	arr. Yenchowfu dep.	—	349	1311
1315	048	—		dep. Yenchowfu arr.	—	339	1258
1536	316	—	377	dep. Lincheng dep.	—	120	1033
1816	450	—	—	arr. Hsuchowfu dep.	—	2336	810
9.	:	—	420	:	—	:	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2007
1156	833	—		arr. Pengpu dep.	—	1953	1442
1206	840	—	523	dep. Pengpu arr.	—	1946	1432
1857	1152	—	600	dep. Chuchow dep.	—	1648	923
1848	1300	—	631	arr. Pukow dep.	—	1530	723

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1420	. .		dep. Nanking arr.	. .	1415	650
700	2120	. .	193	arr. Shanghai-North dep.	. .	755	2300

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line				
930	1350	2130	d. Yenchowfu a.	630	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1032	1455	2232	a. Tsiningchow d.	528	1125	1858	628	1219	1908	a. Tsochuang d.	703	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 = train runs on Thursday only. 230 = train runs on Fridays only.

300 = on trains marked thus passengers must hold additional place tickets.

B = train has buffet car with regular meal service

S = train has sleep. accomm. 1st & 2nd class. s = train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

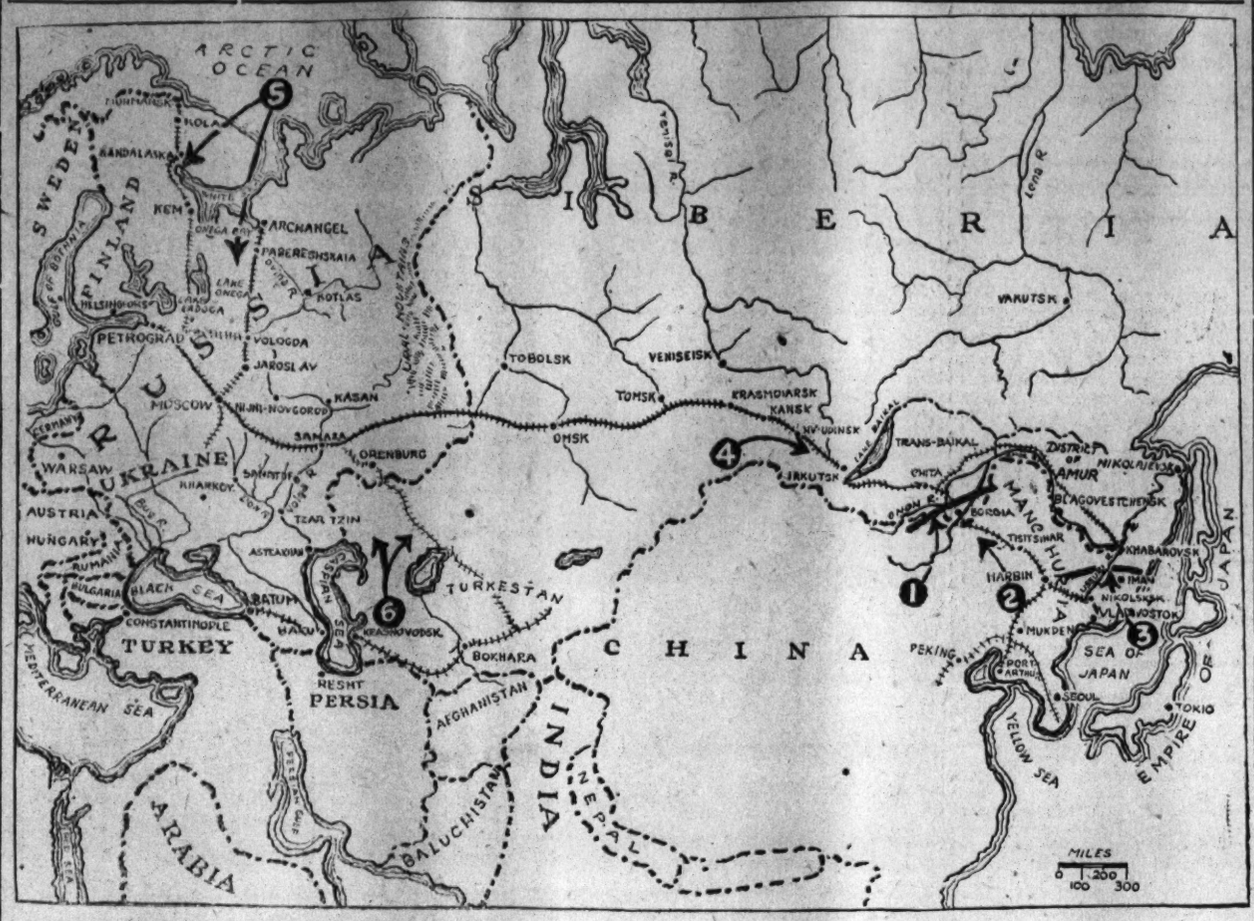
By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Map Shows Situation On Six Fronts In Siberia And Russia Proper



The Allied forces in Russia are now advancing steadily, breaking the resistance of the Bolsheviki at points of resistance on six fronts.

General Semenoff's anti-Bolshevik force in Trans-Baikal (1), won two decisive victories recently and forced the resisters to flee westward along the Onon River.

Japanese units are advancing across Manchuria in the direction of arrow (2), aiming to gain full control of the Trans-Siberian railroad.

Mixed Allied forces on the Ussuri front, arrow (3), have advanced down the river to Khabarovsk, whence they expect to work along the newly constructed railroad along the Amur River to Chita.

Czecho-Slovaks were recently reported marching eastward along the Trans-Siberian railroad in the direction of arrow (4), to meet their Allies in the region of Irkutsk.

Recent despatches have failed to record further advances of the Allied landing forces on the Kola and Archangel fronts, arrow (5), or of the British in Turkestan, arrow (6).

FINANCIAL AND COMMERCIAL NEWS

Stock Exchange
Transactions

Shanghai, October 19, 1918.

TODAY'S QUOTATIONS

Official

Oriental Cotton Tls. 64.00
Almas Tls. 8.25
Anglo-Javas Tls. 9.00
Consolidated Tls. 2.80
Dominions Tls. 7.50
Langkats Tls. 20.50
Shanghai Seramban Tls. 0.85

Unofficial

Chemors Tls. 1.02½
Langkats Tls. 21.00
Langkats Tls. 21.50 December
Langkats Tls. 22.00 December
Shanghai Docks Tls. 147.50 Oct.
Shanghai Docks Tls. 150.00 Dec.
Shanghai Docks Tls. 149.00 cash
Shanghai Docks Tls. 154.00
Shanghai Docks Tls. 155.00 Dec.
Shanghai Docks Tls. 151.00
Shanghai Docks Tls. 155.00 Oct.
Shanghai and Hongkew Wharf Tls. 102.50 December
Yangtszepoo Cotton (Ord.) Tls. 8.80 December

Sharebrokers' Association
Transactions

Shanghai, October 19, 1918.

BUSINESS DONE

Official

Docks @ Tls. 157.50 December

Unofficial

Tanah Merahs @ Tls. 0.37½ cash
Anglo-Javas @ Tls. 9.00 cash
Langkats @ Tls. 20.00 cash
Langkats @ Tls. 20.75 December
Champedaks @ Tls. 7.50 cash
Chemors @ Tls. 1.02½ cash
Docks @ Tls. 157.50 December

Silk Market Report

Messrs. William Little and Co. write as follows in their weekly silk report:

White Silk.—A small business is reported and market is steady to firm, especially in American sorts, in anticipation of renewed enquiry.

Tsatlees.—G. old Kiling Tls. 450.

Tsatlee Filatures.—Pegasus 1, 2, Tls. 570 av. Buffalo A. B., Tls. 570 av. Grasshopper A. B., Tls. 565 av. Black Horse 1, 2, 3, Tls. 560 av. Kung Kee Mars. 1, Tls. 525.

Common New Style, Tls. 535.

Steam Filatures have been in demand at former rates and are firm.

Tussah Filatures 8 coc.—A few transactions for Europe. Orangoutang 1, Tls. 330. Best grades firm.

BAR SILVER

Reuter's Service

London, October 8.—Silver prices are as follows:

Bar Silver Spot: 49½d. Steady.

October 9:

Bar Silver Spot: 49½d. Quiet.

Previous quotation, London, Oct. 7:

Spot: 49½d. Steady.

Share Market

Messrs. J. P. Bisset & Co. write as follows in their weekly report:

Interest has generally been centered upon the Rubber share market, and quotations generally show a substantial increase upon those of last week. The strong demand was greatly stimulated by the news that the Rubber Commission have recommended the purchase by the British and Dutch Governments of stocks and production at a minimum price of $1, or under certain conditions 80 cents, per lb., ex warehouse. A reduction of output is also recommended. The opinion on the market is that these or other modified regulation will be enacted to the great benefit of the Rubber Industry, and incidentally to the improvement of Rubber share values. Shanghai Docks receded rapidly to Tls. 134 cash, but at the close a reaction to higher prices was evident, cash shares being enquired for at Tls. 136, with a good forward demand. S. & H. Wharves are enquired for at Tls. 100 cash. H. & S. Banks improved to $582½, and continue in request at this figure. Cottons generally speaking are quiet but steady.

Sterling Quotation.—The T. T. Rate on London today is 5/2d.

U.K. METAL MARKET

Reuter's Service

London, October 8.—Todays metal prices were:

	£	s.	d.
Standard Copper G. M. B. f. o. b. (Nominal) ...	123	5	0
American Electrolytic 99 90 percent Copper f.o.b.	137	0	0
Lead L. B. c.i.f. per ton..	Nominal		
Soft Lead "Spanish" f.o.b. (Nett)	29	0	0
Quicksilver, Second hand Ex Warehouse f.o.b. (1/-Extra in flask) ...	Nominal		
Muntz Metal, f.o.b. London or Liverpool (less ½ percent.)	Nominal		
Standard Tin (Cash) ...	337	10	0
Spelter (ordy soft) f.o.b.	52	0	0
Galvanised Sheets 24 Gauge f.o.b. (Nominal)....	28	5	0
Standard Tin (3 Month).	337	10	0

COMMERCIAL CABLES

Reuter's Service

London, October 8.—Today's rates, prices and deliveries were as follows:

Consols 2½% for a/c	61¼d.
Cheques on London at Paris	Fr.26.07
T.T. on London at New York	G.$4.76½
Bar Silver (Spot)	49½
Bank of England Rate of Discount	5%
Market rate of Discount...	3½%
Cotton: Egyptian Fully Good Fair Sakellaridies.	29.40
Cotton: M. G. Fine Scinde and Bengal	19.75
Cotton: Good Middling Texas 1⅛ inch Staple ..	24.47
Plantation Rubber October (Paid)	2s. 4½d.
Deliveries China Silk	22 Bales
Deliveries Canton Silk	21 "
Deliveries Japan Silk	69 "

KIANGSI TUCHUN'S TRIP HAS DOUBLE MOTIVE?

Rumor Is He Intends To Invest Profits For The Year?

China Press Correspondence

Nanchang, October 3.—Accompanied by a bodyguard of fifty men and several officers, Tuchun Chen Kuan-yuan left Nanchang this morning at nine o'clock by special train for Kiukiang on his way to Peking where he will confer with President-elect Hsu Shih-chang on matters relating to the present struggle between the North and the South.

However rumor has it that he is going north to invest the spoils which have amounted to more than a million dollars during his one year in office and to consult a physician in regard to his chronic attacks of insomnia. Since Governor Chen is one of the Yangtsze Valley tuchuns who has been sitting on the fence, the result of his visit to the capital is awaited with much interest.

The governor's escort to the railway station consisted of the Chief of Police, Kung Mei-seng, president of the Chamber of Commerce, and a score of local gentry. Colonel Yeo Shui-jo with a a strong guard accompanied him to Kiukiang. The special train was preceeded by an armed car to protect the departing tuchun.

General Wu Ching-piao, Commissioner of Defense at Kiukiang, is expected here tomorrow to assume the duties of acting governor. Chen will be absent a month.

London Rubber Market

Reuter's Service

London, October 8.—Prices of rubber are as follows:

Plantation First Latex Crepe:

Spot: 2s. 4¼d. paid.

November to December: 2s 4½d. paid.

Tendency of Market: Firm.

October 9:

Spot: 2s. 4⅝d. paid.

November to December: 2s. 5¼d. paid.

Tendency of Market: Quieter after firm.

Previous quotation, London, Oct. 7:

Spot: 2s. 4d. paid.

November to December: 2s. 4½d. paid.

Tendency of Market: Firm.

INDIAN COUNCIL BILLS

Reuter's Service

London, October 8.—Tenders for Indian Council Bills were as follows:

Tenders for Transfers:

Highest price 1s. 6d.

Tenders at 1s. 6d.

Receive 14 percent.

Deferred Transfers:

Highest price 1s. 5d. 29-32.

Tenders at 1s. 5d. 29-32.

Receive 14 percent.

Total amount sold during the week, Rs. 4.000.000

Amount to be allotted next week, Rs. 3.000.000

Y.M.C.A. MEN MUST ENLIST

Secretaries In France Ordered To Take Physical Examination

Paris, September 12.—The Y.M.C.A. has issued an order to all its secretaries between the ages of 21 and 31 to present themselves to the nearest army medical officer for examination. Such secretaries unwilling to submit to a physical examination will be returned immediately to the United States. Those passing the satisfactory examination will get thirty days in which to enlist in the army. After the thirty days they will be returned to the United States if they have not enlisted.

The order applies to clergymen as well as laymen. Clergymen will be assisted in obtaining the rank of chaplain if they desire it.

Special measures are being taken with regard to secretaries between 31 and 45, and such men will be notified of the desires of the Y.M.C.A. at a later date.

Shipping Items

The I.-C. s.s. Koonshing left Tientsin for Chefoo, Weihaiwei, Tsingtao and Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.N. s.s. Woosung left Hankow for Shanghai on Thursday.

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.S. s.s. Poyang left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Tungwah left Tientsin for Chinwangtao and Shanghai on Thursday.

The N.S. s.s. Ningshao left Hankow for Shanghai on Friday.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin for Chefoo Weihaiwei and Shanghai today.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The steamer Yei Maru left Chinwangtao for Shanghai on Friday.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Chungking will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai Tuesday.

The C.N. s.s. Ngankin will leave Hankow for Shanghai Tuesday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai Tuesday.

Passengers Departed

Per R.V.F. s.s. Simirsk for Vladivostock: Messrs. Kamensky, Judah, Forsyth, Massin, Bariteau, Feilol, Coquiec, Koultenok, Mosses, Fribley, Prof. Robertson, Holtsman, Beatir, Meier, Lugovoi, King Iong-tu, Singh, Kourel, Perkoff and Tsarkoff, Consul General W. Treutshold, Rev. G. Southern, Mr. and Mrs. Lo Tsin-pei, Mrs. Koselihin, Mrs. Vlassoff, Mrs. Logan, Mrs. Gaylord and Mr. and Mrs. Herascu; for Nagasaki: Miss Dobrovolsky, Mr. and Mrs. Murray and Mr. Chin.

Stylish and Comfortable

Most of the Footwears are Lacking either a Good Style or Sufficient Comfort

A pair of our *"Hamilton and Brown"* will *afford* you *Both*

Low Prices for New Stock

The Sincere Co. (Shanghai), Ltd.

NANKING ROAD

Business and Official Notices

COMMEMORATION NUMBER OF

"Israel's Messenger"

ON THE OCCASION OF THE FIRST ASNIVERSARY OF ENGLAND'S DECLARATION FOR A JEWISH NATIONAL HOME IN PALESTINE

Profusely Illustrated.

SOME OF THE CONTENTS:—

Ourselves; Our Commemoration Number; Editorial Notes; Facsimile Copy of the Siamese Government's Declaration for a Jewish National Home in Palestine; Nearing the Goal, by Judge Lobingier; How Art Thou Fallen from Heaven, O Morning Star... Crusher of Nations, by N. E. B. Ezra; The Jewish Outlook, by T. Toledano; The Romantic Epic of the Jewish Nation's Rebirth, by Richard Hope; Ad-festival Judaism vs. Nationalism, by George E. Sokolsky; A Hindu View of the Jewish Outlook, by Prof. H. P. Shastri; Gems of Thoughts, by Dr. Mosessohn; An Interview with Mr. David Sandelson; The Jewish Club, by S.S.; The Preparation of a People for Nationhood, by the Rev. Dr. Frank Rawlinson; Jews and Palestine, by R. Komaroff; President Wilson's Message to the Zionists Endorsing Britain's Palestine Declaration; Laying of the Foundation Stone of the Hebrew University in Jerusalem, Full Text of Dr. Weitzmann's Address; A Call to Arms, by Moses Moosa; the late Sir Jacob and the late Lady Sassoon, and other articles.

Street sale on Sunday morning, the 27th October, @ 50 cents per copy.

NOTICE

Lost, Bill of Lading, No. 96, calling for 5 cases of Earthenware, ex S.S. "Glengyle." The public are hereby notified not to negotiate the same as it has been declared null and void.

THE WING ON CO. (Shanghai), Ltd.
19814

BRITISH OFFICIAL WAR FILMS

Under the distinguished patronage of

Sir Everard Fraser

an exhibition will be held at the

OLYMPIC THAETRE

On Saturday, 26th October, 1918

In aid of the

BRITISH RED CROSS

The films to be shown include :

"The Triumph of the Vindictive"
"The Care of the Wounded"
"America arrives"
"American troops"
"Topical Gazettes showing fighting on the Western Front."
etc.

Booking opens at Moutrie's, Thursday, 17th October.
19755

BUTTER ! BUTTER ! ! BUTTER ! ! !

Fresh Butter in one-lb. pats.

"DAISY" BRAND

and

"MEADOW" BRAND

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Tinned Butter in 2 lb. (nom) tins

Finest Australian

"BULLFINCH" BRAND

and

"RED FEATHER" BRAND

Imported by

GEDDES & CO., LTD.

Tel. 346. 3 Peking Road.

STOLEN

On the 15th inst., a cheque No 917017, for $500, issued by The Chinese Post Office, Anking, payable at the Hongkong and Shanghai Banking Corporation, Shanghai, in favour of the Dong Shing Tai, was stolen.

The public are hereby warned against accepting the said cheque, as declaration of its loss and cancellation has been made at the aforesaid Bank.

DONG SHING TAI, Mengcheng,
泰誠同興華洋紗莊
Shanghai, October 19, 1918.
19826

Special Offer This Week!

Wool Blankets	$8.50 per pair, up
"Luxo" Bedsheets	5.35 per pair, up
Heavy Towels 18 x 4	5.90 per doz.
Homespuns	7.40 suit length
Harris Tweed	4.95 per yard
Coat Sweaters	4.50 each
Silk Jerseys	8.75 up
Pure Wool Socks	0.90 per pair

Hill's Bazaar

12 Nanking Road

MUNICIPAL NOTIFICATION

No. 2547

Lectures and Demonstrations on Nursing

With the approval of the Health Committee, and under the auspices of the British Womens' Work Association, a short course of Lectures and practical Demonstrations on Nursing to qualify in Nursing Aid, will be given at the Victoria Nursing Home, commencing Tuesday, October 29, at 4 p.m., provided twelve applications for enrollment are received.

Applicants will be required to supply a simple uniform, and to do ordinary ward service from 7 to 9 a.m., or from 5 to 7 p.m., two or three days a week throughout the course of six weeks.

Lectures from 4 to 5 p.m., will be given as follows:

Elementary Anatomy and Physiology

Tuesday, Oct. 29 to Dr. 3
by Dr. E. L. Marsh.

Nursing

Wednesdays, Oct. 30 to Dec. 4
by Miss Summerskill.

Operation Room Work and Invalid Cookery

Thursdays, Oct. 31 to Dec. 5
by Miss Morris, Miss Newbery.

Bandaging and Splints

Fridays, Nov. 1 to Dec. 6
by Miss Hutton, Miss Nicholls.

General ward work will be demonstrated by Misses Ashbridge-Thomlinson, Saunders and Black.

Applications for enrollment should be addressed in writing to The Matron, Victoria Nursing Home.

By Order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, October 19, 1918.
19806

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17997

International Recreation Club

Red Cross Gymkhana Meeting

26th October, 1918
(Saturday)

1st Saddling Bell at 1.30 Sharp

ENTRIES for all events close on Tuesday, 22nd October, 1918, at 6 p.m. at the Club House, 126, Bubbling Well Road.

ENTRY forms may be obtained upon application to the undersigned.

By order,
Y. S. DAY,
Secretary.

SITUATION VACANT

WANTED: Experienced English Nurse for child four years. Good salary given to suitable person. Write, giving particulars, to Box No. 96, THE CHINA PRESS.
19780 O.20

LARGE Shanghai firm desires services of expert stenographer; excellent salary. Apply to Box 103, THE CHINA PRESS.
19795 O.20.

WANTED, an advertising salesman of highest-class to solicit advertising for special edition of well-known publication. Write to Box 76, THE CHINA PRESS.
19722

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19431

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translator work undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

Business and Official Notices are Continued on Page 17

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NEAR Country Club, stable to let for riding pony. Apply to Box 121, THE CHINA PRESS.
19830 O-20

DANCING: Gentleman requires private lessons in Fox Trot and Waltz. Apply, stating terms, to Box No. 124, THE CHINA PRESS.
19823 O-22

APARTMENTS WANTED

WANTED by young American business woman, board and room in American private family, in good residence section. Apply to Box 102, THE CHINA PRESS.
19817 O-20

WANTED, furnished flat, with kitchen, or small house. Replies to Box 125, THE CHINA PRESS.

Amusement Advertising will be found on Page 17

SITUATIONS WANTED

EXPERIENCED American accountant and clerk, (Universty graduate) wants change of position. Apply to Box 116, THE CHINA PRESS.
19825 O-22

YOUNG Russan lady, well-educated, with knowledge French and English, seeks position with a business firm. Has had office experience in Petrograd and Moscow as correspondent and typist. Gives lessons in Russian. Apply to Box 106, THE CHINA PRESS, or telephone Central 1871, Room 11.
19800 O-22

LADY (British), with sound education, requires secretarial position. Quick at shorthand notes. Moderate salary. Apply to Box 100, THE CHINA PRESS.
19791 O.20.

HOUSES WANTED

WANTED, a furnished house with modern plumbing, preferably in the French Concession. Please reply, giving description, rent and location, to R. Dawson, Astor House Hotel.
19821 O-22

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Apply Mrs. Widler,
167 Bubbling Well Road.

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(Opposite Quinsan Gardens)

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Also accommodation for table boarders.
19768

TO LET, in good central location near Bund, one double bedroom, well-furnished and comfortable, and bathroom attached. Also one bright cheerful single room, excellent board and attendance. 'Phone and lift. Moderate terms. Apply to Box 118, THE CHINA PRESS.
19828 O-20

WESTERN District, to let, with board, in nice home, two comfortable small rooms, suitable for bachelors; telephone and stabling. Terms, $80 month. Apply to Box 120, THE CHINA PRESS.
19830 O-20

TO LET in private family (British), from 1st November, newly furnished flat (bedroom, dining-sitting-room, verandah, bathroom and kitchen), in the vicinity of Quinsan Gardens. Please apply to Box No. 122, THE CHINA PRESS.
19832 O-22

TO LET, two attic rooms, furnished, with board. Terms moderate (British). Apply to Box 123, THE CHINA PRESS.
19833 O-23

CENTRAL: To let, large cheerful room with board, suitable for two bachelor friends or married couple. Apply Mrs. Benn, 9 Hankow Road, top floor.
19820

VACANT, comfortable furnished room (bathroom attached), Wayside, suit lady or gentleman. Terms (with board) very moderate. Apply to Box 115, THE CHINA PRESS.
19823 O-24

FOR RENT: Flat of two large rooms, kitchen, bath and verandah. Near Public Park, Szechuen Road Extension. Rental Tls. 45, including fixtures. Apply to Box 117, THE CHINA PRESS.
19827 O-20

TO LET, one small furnished room with board, $45.00 month. Apply to Box 107, THE CHINA PRESS.
19803 O. 20.

TO LET, nicely furnished flat, with bathroom and kitchen attached; also small room with bath. Apply 89A Broadway.
19799 O. 25.

TO LET: 51 Szechuen Road, unfurnished rooms, single suites or flats. Steam heat, hardwood floors, modern baths, hot water services.
19539

HOUSES TO LET

TO LET, for immediate occupation, four-roomed house in healthy Western district. Furniture and fixtures must be taken over. Apply to Box 112, THE CHINA PRESS.
19818 O-20

TO LET, a three-room house in Park Lane. Fittings and lease to be taken over. Apply to Box 98, THE CHINA PRESS.
19783 O.20.

OFFICES, ETC., TO LET

TO LET, No 11 Szechuen Road, from November 4th. Apply to Messrs. White-Cooper & Master, 1 Museum Road.
19674

TO LET, offices, No. 37A Canton Road, 1st and 2nd floors. Also one large ground floor godown, No. 4A Kiangse Road. Apply to No. 10, Yangtszepoo Road.
19759 O-22

EDUCATIONAL

RUSSIAN and French Lesson. Competent educated young Russian lady will give lessons in Russian or French language by improved quick system. Has some knowledge of English. Address to Box No. 108, or 'Phone Central 1871, Room 11.
19804 O-20

WELL-EDUCATED foreign gentleman wants to give lessons, English or French. Terms: one hour 75 cents, two men together one dollar. Call, Mr. Bernette, Grand Hotel Continental, 88 Szechuen Road, Room No. 7, between 10-12 a.m. and 4-6 p.m.
19801 O. 24.

Exchange and Mart

FOR SALE: Swift car, two seater, just repaired and thoroughly overhauled, in excellent condition. Furnished with electric lights. Owner has just bought a larger car. For particulars please apply to The Shanghai Horse Bazaar and Motor Co., Ltd., Motor Garage, 'Phone. West 1213 and West 1202.
19824 O-23

NEW TYPEWRITERS for sale: price very moderate. One Underwood, one L. C. Smith, one Smith Premier, one Oliver and one Monarch. Please apply to Box 104, THE CHINA PRESS.
19796 O-20

FOR SALE: Buick five-passenger, four cylinder touring car, new tyres, extra limousine top. 'Trial by appointment. Apply to Box 119, THE CHINA PRESS.
19829 O-24

FOR SALE: One perfectly new Victrola and 28 up-to-date records. Price $150. please apply to Box 111, THE CHINA PRESS.
19816 O-20

FOR SALE: Absolutely new Royal Typewriter, No. 10, with wide carriage, $240. Reply to Box 114, THE CHINA PRESS.
O-23

$25. Lady's cloth riding suit in good condition, size 40-inch bust. Owner leaving. Apply to Box 113, THE CHINA PRESS.
19819 O-23

TYPEWRITER for sale: Underwood No. 5, in good condition after two years' use. Price $110. Apply to Box 109, THE CHINA PRESS.
19807 O. 20

WANTED: Two Salamander stoves. Must be in good condition. State lowest price. Address to Box 99, THE CHINA PRESS.
19784 O.20.

FOR SALE: E. Leitz, microscope (made in Germany). Oil immersion up to 1050 with mechanical stag. Best offer. Apply to Box 77, THE CHINA PRESS.
19788 O.20.

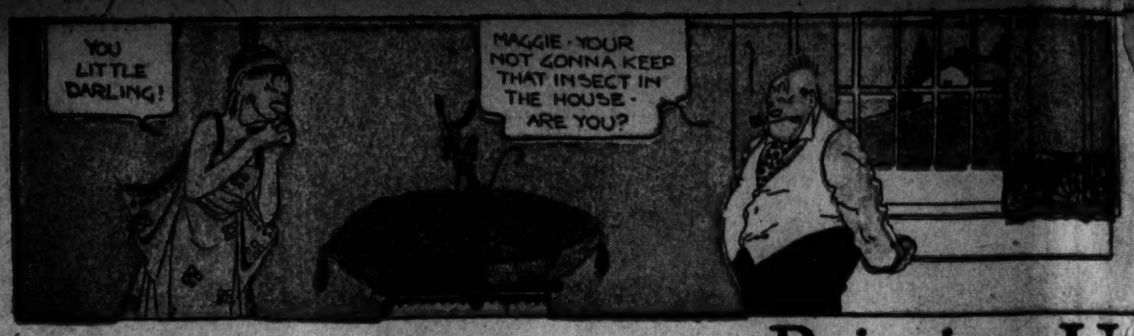
FOR SALE: Two Australian saddle horses, with complete equipments. Apply to Box No. 81, THE CHINA PRESS.
19787 O. 20

CONCORD grape vines (well-rooted) two for a dollar. Parcel post prepaid. Money order or stamps. Dana Nance, Soochow.
19781 O.20

FOR SALE: Buick, 1917 model, 4-cylinder, 5-passengers. A1 running order. Apply to Box 78, THE CHINA PRESS.
19730 O-20

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.
19187

Magazine and Automobile Section of
THE CHINA PRESS
Sunday, October 20, 1918



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3

YOU INSECT · YOU HAVE DISGRACED US DON'T YOU DARE LEAVE THIS ROOM ·
FOR GOODNESS SAKE · MAGGIE · HAVE YOUSE NO SYMPATHY IN YOUR HEART?
7

I'M THE NEW BUTLER · SIR · IS THERE ANY THING · SIR · I CAN DO FOR YOU · SIR · BEFORE I LOCK YOU IN FOR THE NIGHT SIR!
JUST STED A LITTLE CLOSER:
9

HAVE A HEART · SIR!
I'M SORRY · SPORT · BUT ME WIFE HID ALL ME CLOTHES AN I'VE GOT TO RUN DOWN TO THE VILLAGE · YOU'LL GET $50 WHEN I COME BACK IF YOU KEEP QUIET ·
10

Early Fall Dresses

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

JAPAN ARRANGE LOANS WITH CHINA

Agreement Results Better Understanding Beveen Two Governmets

Tokio, October 6.—Accoing to an authoritative statement iven out Oct. 1, the Imperial Govement had arranged the following lns with the Chinese Government, for to the resignation of the Terauchi cabinet:

1. Four railway loans in anchuria and Mongolia. An agreeent was made several years ago bween the Imperial and the Chinese Gernments that the latter would brow the necessary capital from Japa in case so-called five railways in anchuria and Mongolia were to be contructed.

The work on one of thesdive railways between Szepingkai a Chengkhatun has been started by he Chinese Government with capita furnished by Japan and the loans for the remaining four railways hre been recently agreed upon. These railways are:

(A) From Taonan-fu to ehol.
(B) From Changchun to Tnan-fu.
(C) From Kirin to Hunen via Hailung.
(D) From a point on theTaonan-fu-Jehol railways to aseaport.

These lines total more tan one thousand miles altogether cting, it is estimated, about 150,000,0 Yen. The Chinese Government is epected to use a gold loan which ill be subscribed entirely by the Japanese Bankers' Syndicate. The syndicate will furnish 20,000,000 Yen to China as an advance loan, forming prt of the gold loan proper.

2. The Tsinan-fu and the Kaomi Railway Loans. As a result of thexisting desire on the part of the Imperial Government to reach an unerstanding with the Chinese Governmen on the question of railways in Shantung Province and repeted discussions between the two govenments, the following railway loas have been lately agreed upon:

(A) From Ts'nan-fu, Shantung Province, to Shunteh, Chih Province.
(B) From Kaomi, Shantung Province, to Hsuchow, Kiangsu Province.

The amount of 20,000,000 Yen will be furnished to the Chinese Government by the Japanese syndicate as an advance loan. In case investigations show that these proposed railways would be unprofitable from a business point of view, different lines will be substituted by agreement of both parties. The proposed lines extend over about 460 miles altogether and will cost about 70,000,000 Yen which will be raised in a similar manner as the loans for the railways in Manchuria and Mongolia. The conclusion of this agreement is said to have resulted in a better understanding between the two governments on the future of the railways in Shantung Province.

3. The Iron Industry Loan.

For the purpose of promoting economic harmony between Japan and China, the Chinese Government has been planning to establish a National Iron Works and obtain the necessary capital for starting the work with skilled engineers and experts for the management and supervision from Japan. Negotiations between the Chinese Government and the Japanese Syndicate have been going on for some time and an agreement has recently been reached, and the conclusion for a loan of about 100,000,000 Yen is expected to be announced soon. The establishment of this National Iron Works will result not only in the Chineses Government having the fundamental equipment for manufacturing and supplying all the iron needed for China itself but also Japan will derive much benefit by obtaining the manufactured iron or iron ores from China.

The Terauchi Cabinet, just retired, has been particularly active of promoting these economic enterprises between Japan and China, and the consummation of these various economic loans are said to be due to their efforts. Besides the loans enumerated above, the Terauchi Cabinet had concluded with China the Communications Bank Loan, the Telegraph Loan, the Kirin-Haining Railway Loan and a loan with all the forests and gold mines in both Kirin and Amur Provinces for security.

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At the Dressing Table.

By MIMOSA

How Milicent Cheated Father Time

I hadn't seen Milcent for over three years, when I called on her a few days ago. I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles and was using instead a lotion made by mixing an ounce of cleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

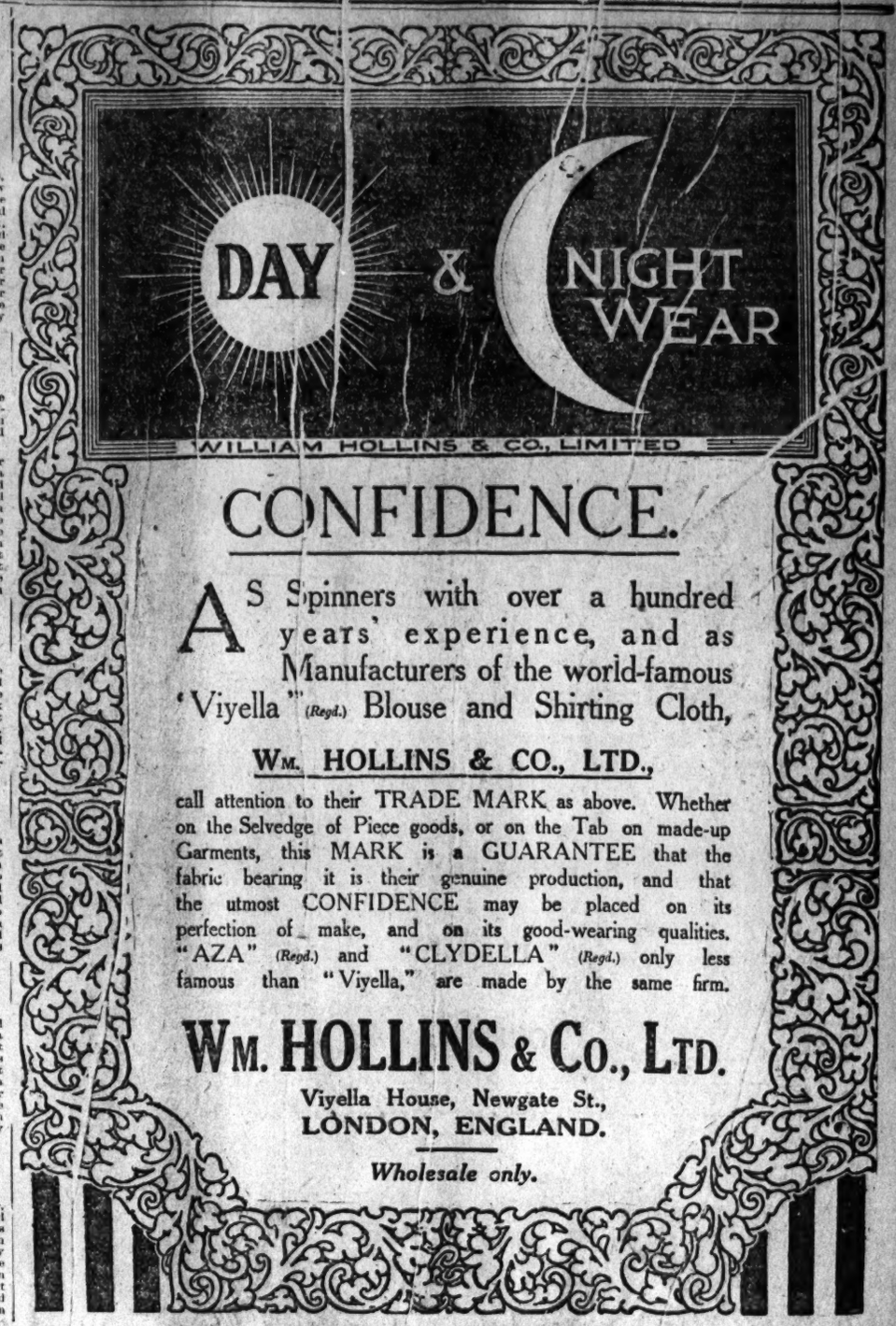
There was another point upon which I was very curious. Milicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pheminol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tenko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of borasium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Milicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure gollandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.



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AUTOMOBILES

SHANGHAI, SUNDAY, OCTOBER 20, 1918

Building War Highways Inch By Inch In The Alps

Italian Engineers Accomplish Undreamed Of Construction Feats, Opening Prospect Of Delights To After-War Motorists

By James Anderson
(In Motor)

"After the war," an Italian military engineer recently remarked to me, "Automobile tourists will be able to drive their cars to the very summits of Alpine peaks that have hitherto been accessible only to professional Alpine guides." And it is literally true, for the exigencies of war in the mountainous regions of northern Italy have compelled the Italian military engineers to build a system of highways back and forth through the heart of the Alps, that will give motorists after the war undreamed of experiences amid the noblest scenery in the world. For many years the Axenstrasse in Switzerland and the Corniche d'Or in southern France have been named as the show roads of the world. During the war the Italian soldier-engineers have built hundreds of miles of mountain roads that make those former highway wonders seem tame.

It has been said so often that this is a war of engineers, that the phrase has become practically a truism. On the French front, in Flanders and even in Russia, it was engineering that furnished the backbone of the campaign. But compared with the task set for the Italian engineers, the work of those on the other fronts was mere child's play. A simple glance at the map discloses the reason for this and views of the scenery amid which the Italians and Austrians have been fighting for three years confirms the impression. The battleground of the Italian armies has been in probably the most difficult mountain country in the world, the heart of the Alps. The conflict has raged at altitudes ranging from 7,000 to 10,000 feet, where the soldiers have been obliged to combat the mountains and the elements at the same time that they have been fighting the Austrians.

Snow storms are frequent, and the cold is intense. Even in August it freezes all day long, staggering and shocking fresh arrivals from the burning plains of Lombardy. In times of peace the ascents to these mountains puzzled all but experienced Alpinists, who know how to crawl up rocky walls like flies, to cling to every crack with finger tips and eyelids, and to wriggle up sheer, smooth faces of rock with never a nook or cranny for a foothold, to jerk a rope over some distant crag and climb up it with true simian agility regardless of bottomless pits below.

Successfully to fortify these mountains against invasion, to devise adequate ways and means of constantly transporting large bodies of men, huge quantities of munitions, big guns, and supplies up their steep and rocky sides and to build living quarters for the soldiers on the narrow stone ledges or slim footholds, has been the gigantic task of the engineers. That they have most successfully accomplished it in the face of stupendous difficulties is one of the greatest marvels of the war and will doubtless, when the great contest is over, receive the attention it well deserves. No labor has been too arduous for these men and no peak has been found to be inaccessible to them, once they determined to master it. When there has been no other way of putting the soldiers on the peaks in constant communication with the supply bases below long months have been devoted to patiently constructing, almost inch by inch, so difficult is the work, wonderfully smooth, broad Napoleonic roads right up the high mountains, replacing the roughest paths.

The difficulties of this road building are almost inconceivable to the layman. Picture a sheer wall of jagged rocks looming hundreds of feet skyward and you have a view of the side of many of the Alps. To build a road broad enough for two or three motor trucks to wind abreast up such mountains does not mean mere digging and grading and filling. It first demands hewing a broad pathway out of the solid rock where hardly a foothold originally existed. To do this dynamite and other blasting material must be constantly used and progress must be of the slowest nature. It also means the necessity of constructing retaining walls of concrete at the side of the precipice. Frequent tunneling at turns and grades is also required, the whole forming an engineering feat of the most complicated nature, presenting for solution, at every turn, problems of considerable magnitude. Such mountain roads when previously undertaken have required for completion years, where the Italian engineers, with the urge of the war at their backs, have taken months.

One of these remarkable raods is thirty miles long. It leads to an outpost among the clouds, 7,475 feet above the sea. It is armored with parapets, behind which an army can ascend in safety. When peace comes, thanks to the great work of the Italian engineers, the previously inaccessible Alps will retain a wonderful net work of roads, stairways and paths as their inheritance, and the redeemed provinces may have reason to bless their conquerors.

While these roads are in the course of building it must not for a moment be understood that the enemy is idle and the Italian working battalions are consequently not only burdened with shovels, picks, telephone wires and other impediments that would worry them even on the flat but they are also obliged to carry guns which they must be ready upon a moment's notice to take up and use to defend their position against a surprise attack.

During the course of this road building there often happens hand to hand fighting on the rocky chain while men hurl one another down precipices or dive headlong over them in frantic embrace while mountain batteries play upon the enemy and help to clear the way for the strenuous advance of the engineers.

It is no exaggeration to say that frequently the road builders are exposed to enemy fire all the way up on a journey which often consumes months and when the summit is finally reached they find no sort of cover against an immediate bombardment. Then these soldier workmen, with shells bursting about their ears, must, with hardly a moment's respite, after their superhuman climb, instantly seize their axes and turn the scanty mountain vegetation into huts or shelters, wrestle with rocks if there be any chance of forming some apology for trenches, and in rare intervals of leisure, still under fierce fire, hack down trees and fling them to distant torrents to be rescued when they reach the valley below and turned into houses for the troops, furniture, field hospitals and crosses for soldiers' graves.

No wonder the Italians admit no rivalry in the art of military engineering. Looking through the strongest telescopes at a certain suspected peak in the mountains the enemy observers are unable to discern anything but gaunt rocks, crags and snow, not a crack, not a protuberance is to be seen. Yet if you are on this peak with the Italian forces, and crawl along a little path over the abyss you come suddenly upon the entrance to a tunnel. It is a perfectly camouflaged open doorway in the rocks and all is darkness within. Grope your way along it and finally you are able to see glimmers of light down cross corridors to right and left, at last you come to a little blind window revealing a peep show on a prodligious scale and the enemy positions on the mountains opposite. The loopholes are only just large enough to admit taking aim and the gunners are far safer than in any fortress. At the back is a whole intricate system of covered passages and trenches of communication and deep galleries for artillery, all the patient work of the engineers. Many such strongholds have been worked out by the engineers in the Alps since the beginning of the war.

During the winter months when the severe weather in the Alps compels the fighting units of the opposing armies to remain more or less inactive the engineers and their working battalions have little rest, keeping right at work. In fact winter is the time when they can accomplish most with the least loss of men.

At such times every effort therefore is made to develop the railways of the war zone necessary for the rapid provisioning of the troops of all arms in food, supplies and munitions; for their removal from one point of the line to another, for the entry into action of the heavy artillery mounted on trucks. Where, when the war began, short trains could just be dragged up to the foothills by a few asthmatic engines, gradients have now been improved, lines doubled and trebled, and many new systems called into being to handle the constant augmentation of traffic.

The railways now carry millions of tons of material as far as Calalzo in the Cadore, as far as Gemona, Carina Station, and Villa Santina in Carina. These supplies are all dumped into the valleys where their journey is only half over. They are then committed to infinite motors, carts, horses, mules, and oxen that wind in an almost endless stream up, up, higher up, the roads and mountain tracks, in a tumult of horns and bells and hoofs and harness.

To understand what the engineers have done contrast this picture with practically the only methods of conveying supplies up the Alps when the war began. Then the soldiers were obliged to carry up provisions in their arms and on their backs, and difficult methods but not infrequently it was also a very desperate enterprise. A man would lose his balance on the edge of a precipice and be dashed to bits, or an avalanche would sweep a whole caravan of climbers to eternity.

Where the army engineers have been unable to build roads, steps or paths or to devise other means of satisfactory communication with the supply bases in the foot hills and the troops at the top of the mountains what are known as teleferic railways of wire have been established to the most forbidding peaks and all manner of things are now whisked up them with ease in no time.

When these teleferic lines were first established they were one of the wonders of the age and it must have given the simple villagers in the valley below a strange sensation to gaze up above their belfries and descry processions of packing cases, trusses of hay, barrels of wine, carcasses of meat all passing placidly through the air, the distance making the wires practically invisible. But now the novelty has long worn off.

It would be interesting to know just how many thousands of leagues of wire have been utilised in this way by the engineers since the war began. It doubtless would cover a very great distance. Apart from traction, the teleferic lines are needed everywhere for communications. For very much depends on the observatories which have been poised by the engineers in the Alps in all sorts of incredible coigns of vantage, sometimes as far as 9,000 feet up in the air and they in their turn depend upon the telephones for communication with the world below.

To defend a single observatory is often more important than to win several battles, for it directs the fire of dozens and dozens of guns. The wire which joins a battery to its observatory is like an optic nerve; if anything happens to it, the battery goes blind. Then a couple of men must creep through the night and storm for miles along precipices, where a false step means death, until they find and remedy the damage and the battery's vision is restored.

Each observatory is known familiarly to the engineers by the meters of its height and in conversation you hear them ringing up two-six-o-nine or twenty-five fifty as though they were telephone numbers which indeed they are and of vast importance in keeping a commander in touch with an Alpine battalion on the march.

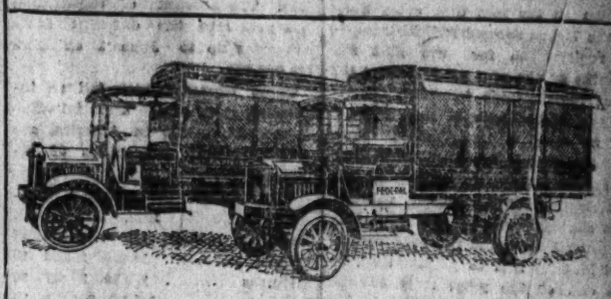
After all the many wonderful engineering undertaking in the Alps during the war, those who have carried them out agree, they would have been quite impossible if it had not been for the personnel of the men working under their direction, the highlanders or Alpini who are now the darlings of the Italian people.

They and other Alpine denizens have been fighting almost without intermission, since the darkest ages to the expulsion of Austria from Lombardy and Venice, and they are perfectly fitted by training and tradition for the acrobatic feats on the Alps which much of the engineering has required for successful accomplishment.

They are as much at home on the side of a precipice as any Chamounix guide, as from their earliest infancy they have been scaling perpendicular cliffs for their pleasure, chasing chamois, swinging themselves from peak to peak almost like apes. No rock is too sheer or too slippery for their ascent, though they be weighed down with engineering tools as well as with all the accountrements of war. They are specially expert in the use of ropes, with which they lasso the crags above in order to assist their climbs.

They are more solemn, more earnest than the bersaglieri. Even their headgear testifies to this. Instead of the soft, low, rather lady-like hat with its cascade of cock's feather, they wear, when not using their steel helmets, a kind of winston billycock or brimmed policeman's helmet, with one short, sharp feather pointing straight upwards. You do not find them jumping about in the road or playing practical jokes or behaving like big children. They are cheerful enough, but seem to take life and death most seriously. They are full of simple faiths. They believe in vampires, hobgoblins, witches, fairies.

One means of attaining a high degree of human efficiency in this war it has been found is to leave the men in the armies as far as possible in their ordinary lines of work or where their natural aptitudes will be fully developed and by doing this with her Alpini, Italy has conquered and made accessible the Alps.



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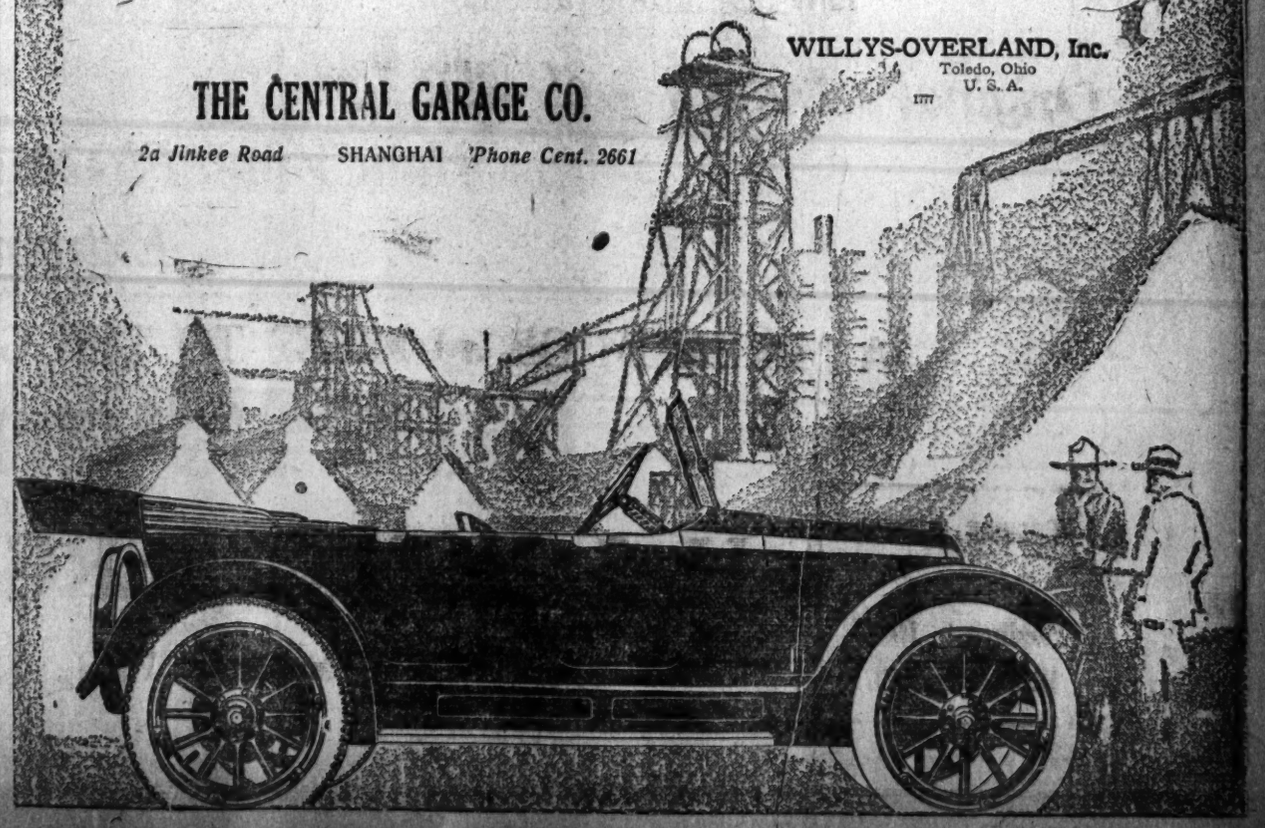


Big Automobile Increase All Over United States

650,000 More Cars In Use By June 1 Than Last Year—Total Now Nearly 5,500,000

A remarkable object lesson of the increasing use of motor vehicle throughout the United States is shown in the fact that every State in the Union showed radical increase in registration for the first five months of the present year over the total registrations for 1917. Secretary of State Huge, of New York, a short time ago, presented some striking figures for New York State in showing that, up to July 1, the registration of all motor vehicles was slightly over 422,000, exceeding by several thousand the 1917 record and leading him to predict that, by the end of the year, fully 500,000 motor cars of all types would be registered in the State.

Statistics which have just been compiled by a large rubber company based on reports from the various Secretaries of State up to June 1 give a total up to that time of 5,461,791 motor vehicles in use. This represents the registration for the first five months of the year. The total number of cars registered in the country in 1917 was 4,810,917, so that by June 1 there was an increase of 650,784, or 15 percent.

New Jersey and West Virginia lead the country in gain in registrations over last year with an increase of 47 percent each. Next rank Arkansas, Kansas, and Mississippi each with a 30 percent gain. Vermont outclassed all other New England States proportionately with a 29 percent gain.

The increase in the South, where automobiles have been purchased very freely during the past twelve months, is shown in addition to West Virginia by the gains of 27 percent in Georgia, 25 percent in Louisiana, 23 percent in Alabama and South Carolina, and 17 percent in Texas.

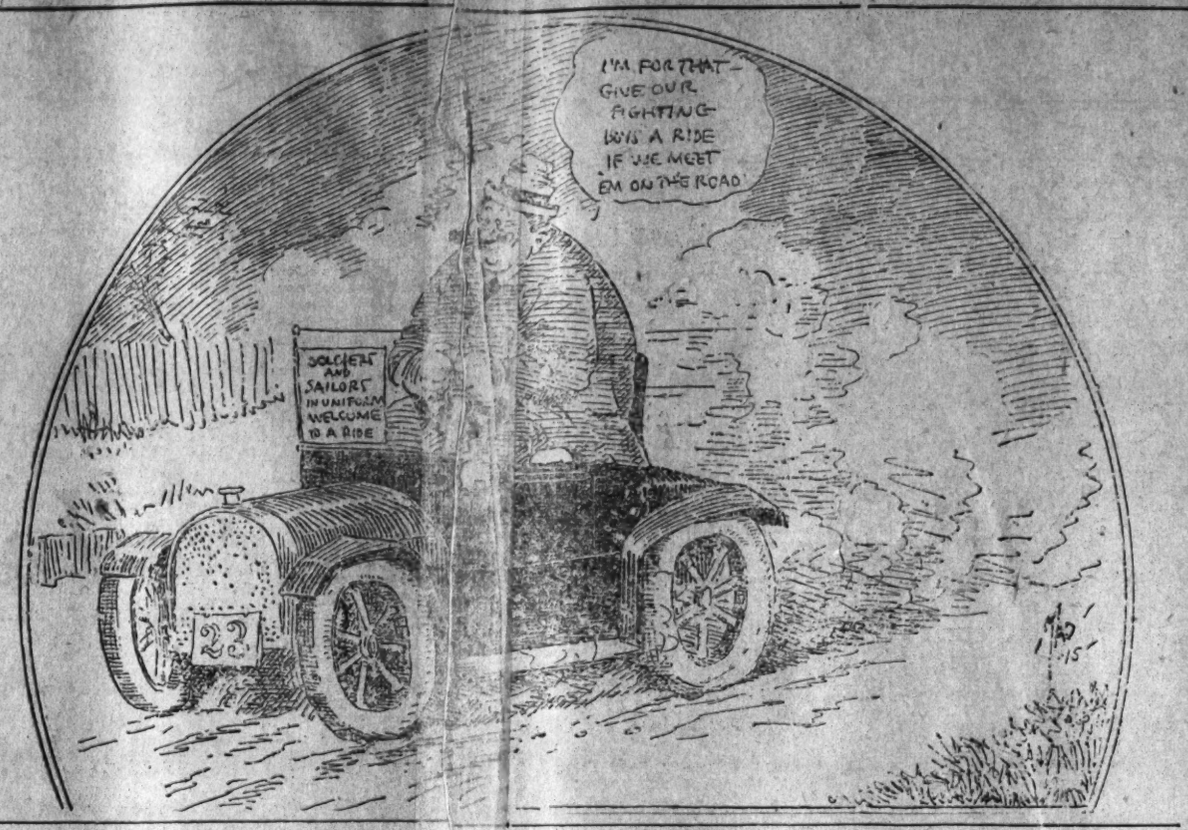
The six States having the greatest number of cars, according to their rank, are New York, Illinois, Ohio, Pennsylvania, Iowa and California. The aggregate registration of these States is 2,154,360 automobiles and trucks, nearly equaling the total number registered in the other forty-two States.

Indications from most of the States are that the total registration for the year 1918 will be surprising, considering war time conditions. Ohio officials say they expect a registration of between 425,000 and 430,000. Arkansas estimates 43,000 for the year, and California's total recently reached 351,089, or nearly 17,000 more cars registered than on June 1. In other words, California's increase in two months was 15 percent in addition to her gain of 25 percent during the first five months of this year. The amount of registration fees paid into the different State treasuries up to June 1 exceeded $40,000,000.

These figures, which tell an interesting story of the essential value of the automobile in America, are by States, with percentage of increase:

	June 1, 1917.	P. C. 1918. (Incr).	
Alabama	32,873	40,500	23
Arziona	19,800	28,506	15
Arkansas	28,890	37,667	30
California	243,116	304,273	25
Colorado	66,752	70,896	6
Connecticut	74,642	77,300	4
Delaware	10,700	11,115	22
Florida	39,216	44,143	13
Georgia	70,356	90,000	27
Idaho	24,216	26,632	9
Illinois	340,200	391,691	15
Indiana	192,195	200,710	4
Iowa	254,446	324,000	22
Kansas	139,956	183,268	30
Kentucky	47,416	53,856	15
Louisiana	28,00	35,006	25
Maine	30,985	38,418	24
Maryland	42,528	46,389	8
Massachusetts	153,500	156,000	1
Michigan	206,200	235,000	14
Minnesota	160,290	181,095	13
Mississippi	31,650	41,000	30
Missouri	151,038	164,734	9
Montana	41,896	46,994	12
Nebraska	148,101	150,000	12
Nevada	6,760	7,400	9
New Hampshire	22,161	23,889	8
New Jersey	87,421	128,824	47
New Mexico	14,086	15,664	11
New York	404,247	421,084	4
North Carolina	55,950	62,670	12
North Dakota	62,993	67,884	8
Ohio	333,630	369,182	11
Oklahoma	100,199	105,471	5
Oregon	48,122	59,875	24
Pennsylvania	325,153	344,821	6
Rhode Island	25,112	26,399	5
South Carolina	38,322	47,315	23
South Dakota	67,158	74,483	10
Tennessee	40,000	45,000	12
Texas	213,334	250,000	17
Utah	21,226	22,896	8
Vermont	14,675	18,940	29
Virginia	55,661	61,000	9
Washington	93,822	96,860	3
West Virginia	95,083	37,011	47
Wisconsin	164,531	188,682	5
Wyoming	12,001	13,307	10
Total	4,810,917	5,461,791	15

Some Of This Spirit In Shanghai Would'nt Hurt By Tad



Helpful Hints To Motorists

The Clutch Collar

In some cars lubrication of the clutch throwout collar means removal of the floorboards and the turning down of a grease cup. It seems that it is a hardship for many owners to turn down a grease cup even though it is exposed to view. This class rarely if ever takes the time to attend to the clutch throwout unless there is clutch and gearshifting trouble. Where there is no provision for lubrication of this part by turning down a cup extending through the floorboards or the side of the frame, the owner had best have an oil line installed. A good repairman can easily arrange to have a large cup feed through a small opening into a piece of metal tubing running to the throwout. The small opening is necessary so the oil feed will not be rapid, otherwise the reservoir will be exhausted quickly. Of the self-feeding oil cup, many types of which are on the market, might be used in place of the grease cup under the floorboards.

Screen For Sedan

Those who complain about dust and dirt when sitting in a sedan might make use of the suggestion to install a Pullman type of mesh screen, under the half-open window.

Fitting New Transmission Lining

The Advance Accessory Corp, maker of transmission lining for Ford cars, offers the following suggestions in fitting new lining:

"Next time you adjust the transmission bands on your Ford, notice the difference between the expansion and contraction of the band. You will be interested and doubtless surprised to find that the interval is so small that there is only about 1-16 of an inch contraction around the circle of the band. This fact has an important bearing on the successful operation of transmission bands. The bands, when new lining is first installed, should be left loose—loose enough to permit the pedals to go well forward and the engine to turn over by hand very easily. After a few day's driving, when the lining becomes set, the bands should be tightened up a very little at a time, perhaps only one turn on the adjustment nuts. If the bands are put on too tight, the lining is in constant friction with the drum. This makes the engine hard to turn over by hand because of the dragging action, and in nearly all cases will burn the face of the lining so that it never after can give satisfactory service."

When a Rivet Breaks

When a frame rivet is found broken off, put a bolt through the hole and a nut at the end of the bolt. In fact, if there is trouble from rivets coming loose or breaking, the substitution of bolts and nuts will usually end the trouble.

Fuel Feed Trouble

A dent of some depth in the gasoline line may be sufficient to so restrict the flow as to cause erratic carburetor action, misfiring, etc. Likewise a very abrupt upward bend is likely to cause the formation of an air pocket and restrict the flow. Both of these conditions are likely to give greatest trouble at the higher speeds when the fuel demand is highest. A trap in the fuel line if allowed to accumulate water or dirt may in time become so full of foreign substances as to prevent the free flow of gasoline. Periodic cleaning of the whole gasline and the straightening of dented portions will prove valuable in getting good engine operation.

Oil-Soaked Wires

Ignition and starting-lighting wires often have oil-soaked and rotted insulation for no apparent cause. Much of this oil in many makes of engines, is excess that comes through the breather, though often it is caused by the fan draught blowing oil from a leaky connection. The owner should take particular pains to keep the cables free from oil and thus prevent many ignition and starting and lighting troubles. In most cases by lifting the hood and operating the engine at a fair speed one can see the source of the oil spray. There are many protective measures which may be taken, one of them being to so enclose the wiring that oil cannot get to the insulation. The obvious one, if there is a leak, is to find it and stop it. If the vapor comes from the breather, a baffle may be placed behind this though this will help only a little.

Tightening Castellated Nut

If a castellated nut does not line up so the cotter pin can be inserted in the hole, file the back of the nut and draw it tighter.

Clutch Grabbing

Aside from the disagreeable sensation caused by a grabbing clutch, there is the often forgotten result of the infliction of severe strain on the driving mechanism. Many owners who cannot account for the breakage of a driving gear or pinion might find the cause is a grabbing clutch. Excessive axle and transmission bearing wear and short bearing life may be a result of a badly grabbing clutch. High stress is imposed on the parts in the transmission system at the moment the clutch grabs and the repetition of this causes destruction of the parts in a short time. Modern clutches are comparatively free from grabbing as a general thing, but when this condition does exist the owner does not attend to it immediately, but rather waits until he has time. Great damage may be done by waiting. In a recent case a grabbing clutch running so for one month made it necessary for parts replacement in the whole driving system from the clutch back to the axle. The universals were badly affected and the ring gear had half its teeth broken off.

Gradual engagement is one of the first essentials of a good clutch. When the car is new the clutch tasks hold easily, imposing the minimum of strain on the driving parts, but as the clutch parts wear, throwing the clutch out of alignment, or the friction surfaces lose their elasticity, the clutch starts grabbing. There are many other causes and some of them are found only in certain specific designs.

The point of this to the car owner is that he should at once attend to the grabbing in order to remove it. These are times when conservation of materials is essential to the owner as an individual and to the country, and immediate attention to clutch grabbing is one way to save material.

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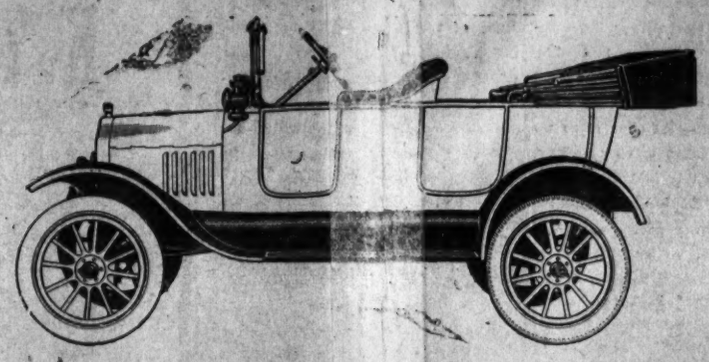

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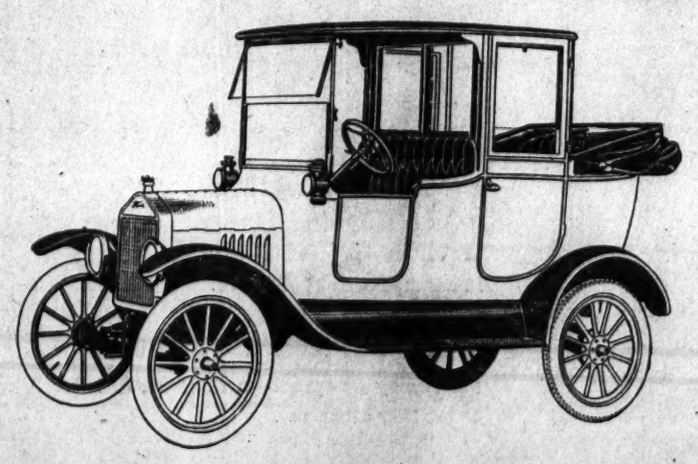

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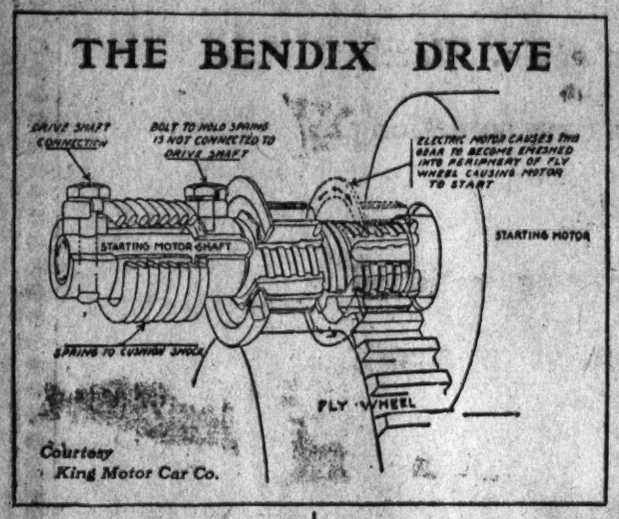
Bendix Drive Is A Factor Of Efficiency In King Car

Essential Self-Starter Feature, Now Used On Many Motors, First Tried By King

Motor car drivers as well as automobile engineers, judge the merits of a starting system by its ability to develop sufficient energy to crank the engine under any and all conditions; even in very cold weather, when the storage battery is low and inefficient, and the engine is very stiff and hard to crank, says N. R. Vogeler, expert manager of the King Motor Car Co. One of the real developments in a motor car unit of which little has been said is the Eclipse-Bendix drive, which was first used in this country by the King Motor Car Company and is now in almost universal use throughout the industry.

Much has been heard about the Bendix drive through court litigations and disputes over patent rights; matters of discussion in the manufacturing field and counts only. To the public at large and the automobile owner in particular, little is known of the Bendix drive, which today is essential to the operation of the self-starter.


THE BENDIX DRIVE
DRIVE SHAFT CONNECTION
BOLT TO HOLD SPRING IS NOT CONNECTED TO DRIVE SHAFT
ELECTRIC MOTOR CAUSES THIS GEAR TO BECOME ENMESHED INTO PERIPHERY OF FLY WHEEL CAUSING MOTOR TO START
STARTING MOTOR
STARTING MOTOR SHAFT
SPRING TO CUSHION SHOCK
FLY WHEEL
Courtesy King Motor Car Co.

The Bendix drive is the unit that connects the starting motor with the fly wheel when the electric current is turned on which causes the electric starting motor to revolve and through the Bendix pinion gear to turn the fly wheel and crank the engine. This arrangement transmits the necessary power from the storage battery to turn the engine over until a charge of gas is taken into the cylinders and exploded, causing the engine to start and run under its own power. There was a time when the starting of the motor with the self-starter was a noisy and grinding operation, accompanied by many mechanical troubles, due to complications arising from numerous gears, over-running clutch and complicated resistance switch. The Bendix drive has eliminated all of these troubles, because its action of engagements and disengagement is automatic, through the principle of the momentum of revolving parts. It is now used by over two score of passenger car and truck manufacturers, and its universal use is predicted. Among well known cars which use the Bendix drive are the Apperson, Biddle, Chalmers, Chandler, Chevrolet, Cole, Daniels, Dort, Federal truck, F.I.A.T., Garford Truck, Haynes, Interstate, Jeffery Quad truck, King 8, Kissel, Mitchell, National, Oakland, Oldsmobile, Overland, Paige, Peerless, Premier, Republic truck, Stearns, Velie and Winton.

The Bendix drive is manufactured by the Eclipse Machine Company of Elmira, N. Y., pioneers in the manufacture of coaster brakes for bicycles. When the King Company first started to use this drive they employed an 13 tooth pinion, a size that is universally used today. During the past season an 11 tooth pinion was developed for the King Motor Car Company and is now being used on the current model. This pinion gear permits a smaller starting motor to be used because of the greater gear reduction between the starting motor and the engine; a reduction of 11 1/2 to 1 instead of 9 7/10 to 1.

In the Bendix drive the meshing and demeshing of the gears is absolutely automatic because the drive shaft keyed to the starting motor shaft has a triple thread which forces the gear along the shaft due to the momentum of a disc attached to this gear. The difference in speed of the starting motor shaft or the pinion gear respectively causes the gear to travel forward or back on the shaft and engage or disengage with the teeth on the fly wheel. The unit is fool proof because the gears cannot be stripped through any accidental pressing of the starting switch while the engine is running. The mechanism is protected against back fires of the engine because a spiral spring attached to the end of the Bendix drive shaft cushions these shocks and distributes the pressure to the bearings and gears as in the older methods of connecting the electric starting motor. It should not require care or attention during the life of the car.

The reason the Eclipse-Bendix drive adds to the effective cranking ability of an electric starting motor is simple. When the electric motor is first started it takes a small interval of time for the pinion gear to travel along the shaft and enmesh the pinion with the teeth on the fly wheel. When it reaches the stop at the end of the screw shaft, the starter begins cranking the engine. During this interval of time the electric motor has attained a speed of over 1,000 revolutions per minute, and the momentum of the armature causes the spring in the end of the drive shaft to wind up and thus store up a portion of this driving energy, which is immediately and forcibly released after the friction, or resistance to the first starting of the engine is overcome. This so called, friction of rest is considerably more than the friction of motion, after the engine is started. The operation of starting from a standstill is called the "break away." The energy stored up by the spring at the end of the driving shaft also assist in getting the speed of the engine up to the corresponding speed of the starting motor and overcoming the compression of the first one or two cylinders to be put into operation.

Another feature of the coil spring on the drive shaft is that it cushions the shock of the sudden application of the power of the starting motor through the pinion gear, when enmeshing with the teeth of the fly wheel, and prevents breaking the teeth in the fly wheel, or pinion gear itself. As soon as the engine starts to run under its own power the peripheral speed of the fly wheel exceeds the peripheral speed of the small pinion and this automatically disengages the gears due to the fact that there is a difference in speed in favor of the fly wheel which causes the pinion to move longitudinally along the armature shaft to the released position where it remains until one desires to crank the engine again.

It is generally conceded that the Bendix drive gives the electric starting motor its greatest possible efficiency.

Brian Boru Used To Chuckle Over This One

A recent question in The New York Sun as to whether mosquitoes are able to see in the dark reminded a subscriber of the story of the Irishman who had no such doubts on the question. This Irishman and companion occupied the same room one night and left the gas burning low when they retired. Being annoyed with mosquitoes, they decided as a protection against the pest to extinguish the light entirely. Presently some lightning bugs began slipping about the room, and the Irishman noticing them awoke his companion and whispered: "It's no use, Mike; see the divils now; they have lantherns looking for us."

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AGENT

EXCESS INSURANCE COMPANY, LTD.

Various Car Troubles And How To Avoid Them

By William H. Stewart, Jr.

That prevention is better than a cure has been a favorite saying of the medical profession from time immemorial. It applies with greater force to the automobile.

The man who anticipates trouble is a greater man than the one who simply doctors after it has occurred. It takes talent to diagnoise trouble, but only a genius can look far enough ahead to forestall troubles before they occur. Yet no one need be discouraged.

We are informed by the phrase-writer that genius is only the capacity for taking infinite pains. It follows that any one who is pains-taking enough can acquire this quality. We have all met a few men who always seem to have the car ready on time. They have mastered the art of anticipating trouble and others can do the same. These men simply know what troubles usually happen and they go over the apparatus occasionally to make sure that such troubles are not impending.

What To Watch

One of the important matters to watch is the condition of the valves. The starting handle should be used occasionally to test the "feel" of the compression in each cylinder and the valves ground if they show any signs of leakage. Always have the engine hot while testing for loss of compression, as the valves are sometimes pushed off their seats by the expansion of the valve stems. Then see that the clearance or space between the valve lifter and valve stem is ample to allow for this expansion. Naturally the engine should be cold when this is done. The space should be about three to five thousands of an inch, or according to manufacturer's instructions. Two thicknesses of newspaper will serve as a gauge.

Touch up the points of the circuit breaker or interrupter at least once a month, as they become so corroded that they cannot make good contact. This assures that the primary current will always run and so assures a good hot spark in the secondary. To do this draw a piece of fine sandpaper through the gap with the points closed. This prevents the oxide from forming in sufficient quantities to prevent the current from running. At the same time make sure that the points are open the right distance and that the spring is strong. Use the gauge provided by the manufacturer.

Battery Inspection

Keep close watch on the storage battery. See that the electrolyte covers the plates at all times and add distilled water at least once every two weeks in Winter and every week in Summer. Test the strength of the battery every week, making sure that it stands at 1.275 or over. If it gets below that consider whether you are using the lights and starter too much so as to run the battery down. If this is not the cause there is some trouble in the charging system which must be traced out and remedied.

Keep close watch on the ammeter, as it is the pulse of the whole electric system. Note just what amperage should be going to the battery at certain speeds of the engine. Then if the ammeter registers differently you must note the fact and find the cause.

Keep a supply of inner tubes in the car and a supply of patches, jack, tools of all kinds, chains, etc. Keep the tire on the spare rim fully inflated. See that you have sufficient gasoline, oil, grease, etc. Keep joints tight on air pressure or vacuum system. Learn the simple tests and adjustments necessary to keep the carburetor adjusted at maximum efficiency.

These few suggestions will give an idea of how those persons work who have that uncanny faculty of always having the car ready when wanted. The statement is not exaggerated; such persons enjoy automobiling. Try to be one of them!

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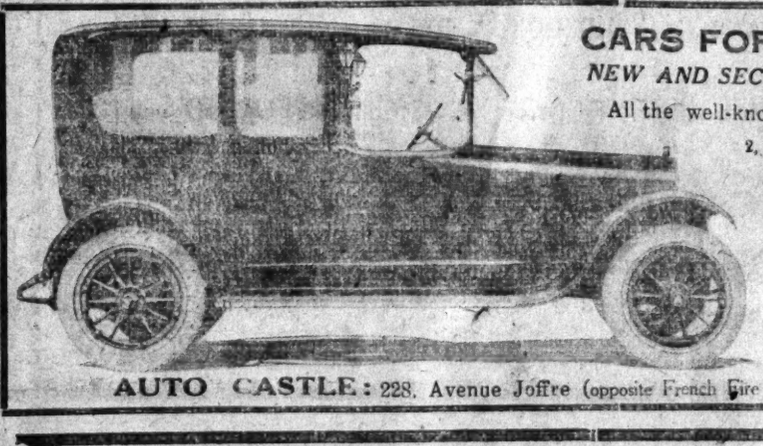

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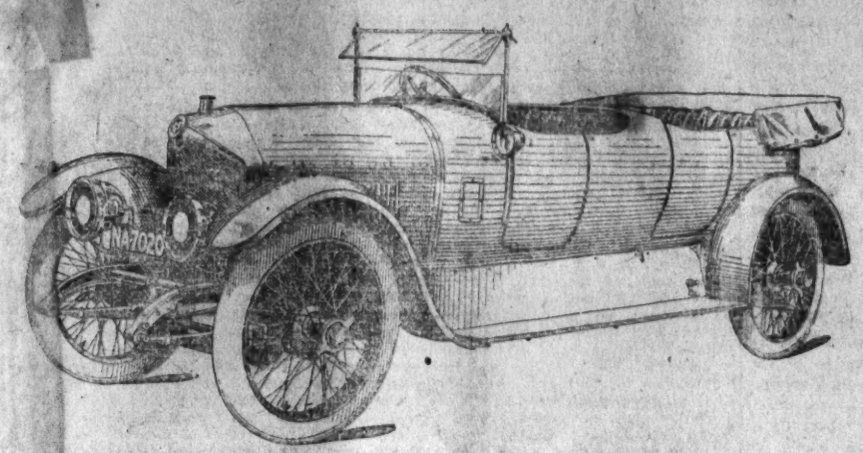
The Quality Car.



YOUR PRIDE IN THE CAR YOU HANDLE

Some Agents are real enthusiasts over the cars they sell. But at times their pride gets a rude shock. A faulty model damages their reputation; a complaint of a customer is not satisfactorily adjusted by the Company, or the supply of "Spares" is delayed in delivery. These troubles are foreign to the Crossley Agent. Every car before it is delivered to him is tested so thoroughly that it can stake his own reputation upon its efficient performance. Each customer of every agent is looked upon by the Crossley Company as a living advertisement who will help to sell another Crossley, therefore any complaints are adjusted with rapidity and diplomacy. Finally, the supply of "Spares" is in the hands of a special department which appreciates the importance an Agent attaches to this question. The Crossley policy is to assist the Agent and recognise his place in the scheme of progress.

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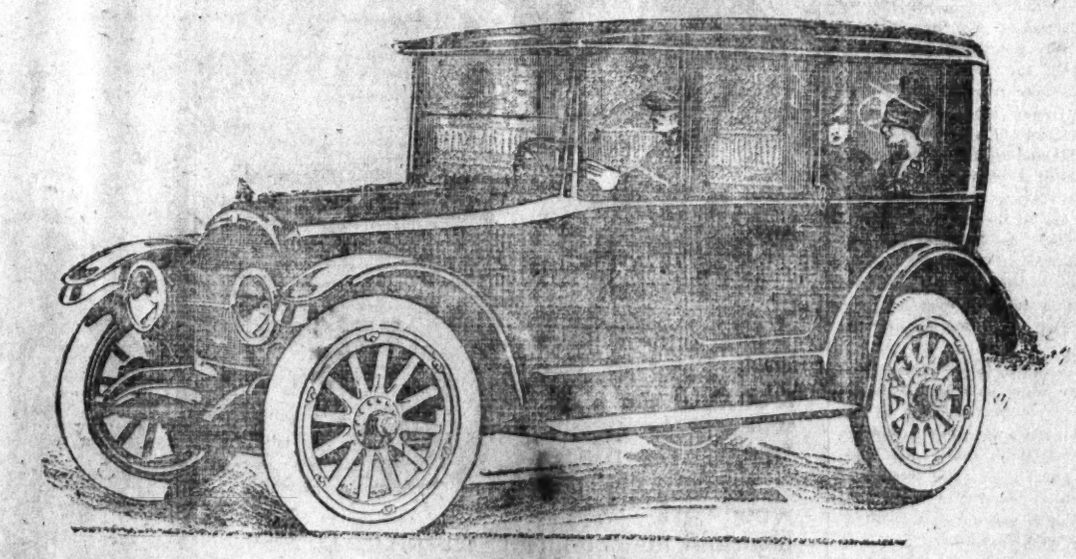

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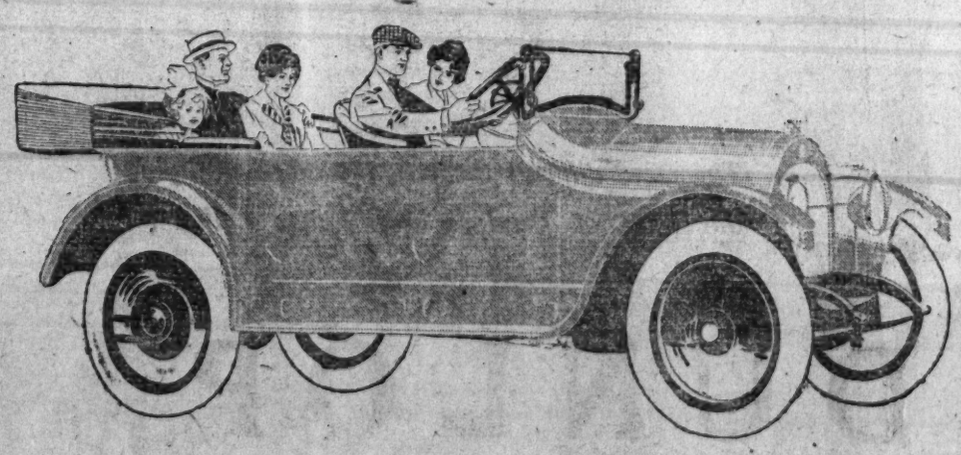

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Overland

"BIG FOUR"

The 4-Cylinder car that took America by storm.

For full information, prices and demonstration, apply to

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U.S. TANK CORPS CALLS FOR MOTOR EXPERTS

Tractor, Truck And Auto Men In Demand For Handling Movable Forts

The tank corps of the United States army is recruiting, and while it has a goodly number of men in training in the concentration camp at Gettysburg, Pa., the corps still requires 3,000 more men—tractor drivers, heavy truck drivers and automobile engine mechanics, men physically perfect and quick thinkers. The age ranges from 18 to 41 years of age and the service promises plenty of excitement for those who are interested in this new branch of the service. Candidates can apply, if of draft age, to their local boards and if under 21 and over 31 to any United States recruiting officer, or they may apply directly to the chief recruiting station at Washington. Included with the application must be an informal report by a United States recruiting officer as to mental alertness and physical fitness for tank service.

There are two classes of tank service. The light tank service includes military duty in the light tank, which carries two men, a sergeant commander and a corporal driver. In this tank the driver operates the gas engine, the commander operates the machine-gun and both men must be sufficiently well versed in mechanics to be able to take the other's place if necessity demands. The heavy tank service comprises a personal of eight men. One commissioned officer commanding, one sergeant driver and six machine-gun operators of non-commissioned rank. There are four guns in the heavy tanks, which can be trained at one time, four of the machine-gun operators shooting the guns while two act as ammunition passers. All members of the tank service are given training in wireless operation.

Y.M.C.A. IN AMERICA WANTS MOTOR RECRUITS

Efforts Being Made To Enlist 500 Automobile Men For Service Overseas

One Y.M.C.A. worker for every 200 American soldiers in France is the mark the Y.M.C.A. is aiming at in its great drive to enlist recruits from that big army of Americans beyond draft age who feel that they ought to help win the big war. Therefore, no time is being lost in this recruiting and it now looks as if the great drive would be highly successful. However, the Y.M.C.A. finds that it is in sore need of automobile drivers and mechanics and therefore it is making a special effort to enlist 500 motorists for work overseas. Mechanics are in the greatest demand and through the National Automobile Chamber of Commerce and the American Automobile Association the country is being searched with a fine tooth comb for men of this caliber.

The Y.M.C.A. fully realises that there are many men of this stamp who would willingly enlist in the Y.M.C.A. army if they could be assured of their dependents being looked after. For the benefit of those Motor can state that the Y.M.C.A. will make a certain allowance for such families and in addition will see that the recruits are themselves financed overseas. However, the Y.M.C.A. believes that it can secure for its motor ranks many men so financially situated that they can go into the service without having to lean on the big organisation for help for those they leave behind.

The overseas motor department of the Y.M.C.A. is looking after this branch of the recruiting, with headquarters at 347 Madison Avenue, New York. Those who cannot get in touch with the New York office, however, can get details from their nearest Y.M.C.A. secretary.

Sunday Joy Riding Win-The-War Funds

Approximately 4,000,000 automobiles in the United States are affected by the order eliminating Sunday pleasure riding issued by the Fuel Administration at the end of August. The average amount of gasoline used by each car on Sunday at this season is 6¼ gallons, which is a saving of 25,000,000 gallons of gasoline each Sunday. At an average price of 25 cents per gallon this means a saving in money of $6,250,000.

Here's what this money would buy and will buy if every car owner invests the price of 6¼ gallons of gasoline for win the war purposes each Sunday:

2,500,000 Thrift Stamps.
1,495,215 War Savings Stamps.
125,030 $50 Liberty Bonds.

Steam-Cleaning The Gasoline

Everyone who drives on a cool evening at dewfall has noticed an increase in the power of his engine, writes a contributer to Motor. It is apparent from this phenomenon that if the air is slightly moist it will assist in producing a better mixture. That the introduction of some moisture into the intake pipe will produce a similar effect is evidenced by the increase of power that usually accompanies the use of a vaporising device.

Carburetting or the mixing of air and fuel, is a big problem today and is attracting the attention of every automobile engineer. The point at which gasoline will vaporise is constantly going up the scale, or to state the fact more clearly, the quality of fuel is dropping steadily. As an actual fact, the lowest test fuels, such as kerosene, contains more heat or power units, and should there be a carburetor designed that would enable one to utilise the power units of kerosene as fully as those of gasoline, the car mileage per gallon of fuel would increase greatly.

The writer's car is fitted with a Zenith carburetor with hot air attachment and is at present running on half gasoline and half kerosene, but the great difficulty at first in using the kerosene was its effect upon the spark plugs, in making them soot up badly and causing loss of power on hills. Going into these conditions thoroughly, the writer tried out several suggestions offered by friends, but finally constructed a device to remedy this trouble by fixing a water by-pass to run into the hot air attachment above the exhaust pipe (about 15 drops to the minute) which was flashed into steam and carried in with the hot air to the cylinders. The car with this attachment has been run all the past year, the engine being in perfect condition, the plugs not sooting up readily as this device seems to keep the carbon thus formed quite soft.

It is noticeable that a number of cars are fitted with a device which combines a gas economiser, a super heater, an electric super heater, a primer and a decarbonizer, all in one, and from their owners' experiences are, in every instance, giving excellent and constant service. This device primes raw gasoline up to the electric or super heater which transforms the gasoline into gas, delivering it into the manifold pipe, thoroughly mixing with the incoming charge, causing the engine to start instantly under any temperature.

With the low grade gasoline now being used, difficulty in starting is not the only drawback; there is always the chance of a certain proportion of the gasoline not being translated into useful work under normal running conditions, and therefore being wasted. All unburnt portions of the gasoline have a deleterious effect on the properties of the lubricating oil, with which they mix, and also tend to cause rapid carbonisation of the pistons and combustion chamber and to foul the spark plugs. To overcome these conditions, the gasoline must be vaporised and burned. Experience shows that the application of heat to the carburetion system is the most practical means in assisting to this end. Such heat is usually derived from the exhaust gases, or the water circulation system, or by means of air heated in passing through a chamber surrounding the exhaust pipe.

Practically every carburetor has some form of adjustment which modifies the quality of the slow running mixture. This adjustment is provided mainly because of the different air temperature at various seasons, but also because the total of air and compression leakage in an engine varies considerably. Metal surfaces wear and washers rot. Consequently, this quality adjustment deserves complete comprehension by every car operator and amply repays time spent in adjustment. The writer finds it pays to reset his every three months on an average. Neglect of every car operator to do this is responsible for many of the starting troubles which they ascribe to bad gasoline and cool weather.

It Works Wonders on the Car, Too

Not only is Johnson's Prepared Wax a boon to the housewife—protecting her furniture, piano, gramophone and woodwork with a beautiful and enduring dustproof polish—but it works wonders on the motor car, too.

JOHNSON'S PREPARED WAX

produces a hard, dry, glasslike polish of great beauty and durability on any finished surface. It forms a thin protecting coat over the varnish, adding years to its life and beauty. It covers up mars and scratches—prevents checking—sheds water and makes a wash last twice as long.

Johnson's Prepared Wax contains no oil—does not become sticky in warm or damp weather and imparts a surface so hard and dry that dust cannot adhere to it.

Johnson's Prepared Wax is but one of the Johnson Products which includes Johnson's Cleaner for use on motor cars that are greasy, mud freckled and stained; Johnson's Carbon Remover for carbon clogged engines and Johnson's Radiator Cement for leaky radiators.

They are obtainable at all good dealers.

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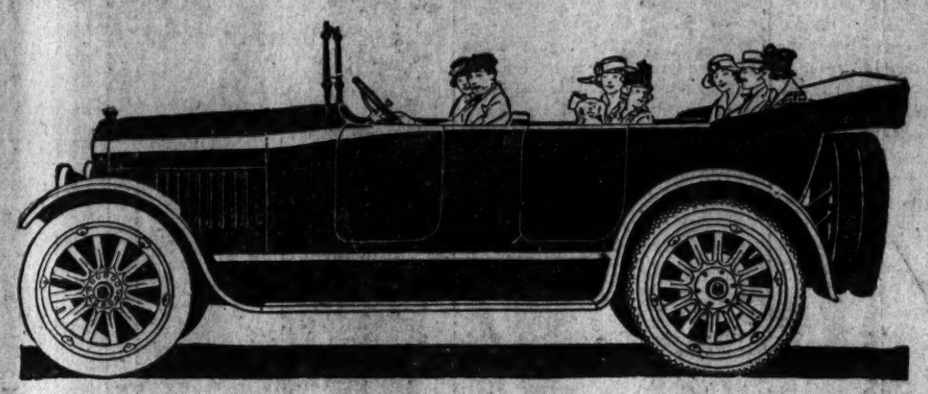

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First ask for a demonstration—then ask for the price. Both will ASTOUND you!

Arkell & Douglas, Inc.

Phone, Central 2002. Distributors for the Orient. *38 Canton Road.*

KALGAN TO URGA ON DUNLOPS

"We are pleased to inform you that we fitted two sets "of Dunlop oversize tyres to two of our cars, and although "these cars have made a round trip to Urga under very hard "conditions, the tyres still retain the original air pressure "which is a very high recommendation for them, as the "roads are very bad. No other make of tyre hitherto used "by us has been able to stand up to this test, and we "do not besitate to say we find the Dunlop the best tyre "on the market."

The foregoing is an extract from a letter from one of the multitude of satisfied users of Dunlop Tyres.

The more difficult the test, the more gratifying the result of Dunlops over other makes!!

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RUBBER COMPANY, LIMITED

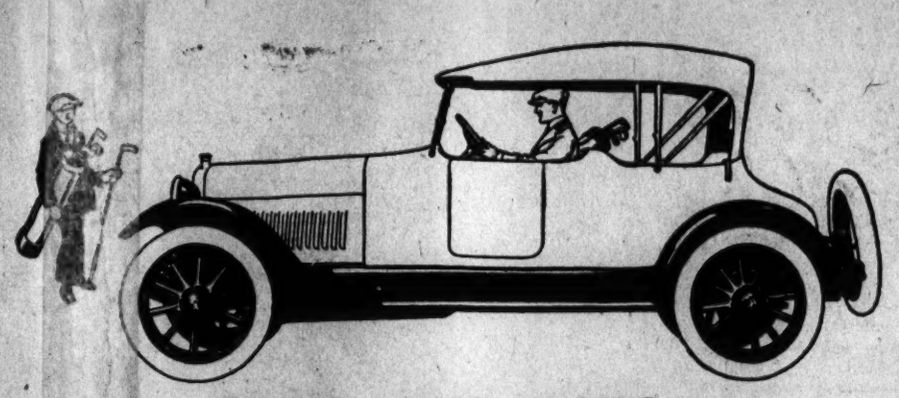
Founders throughout the World of the Pneumatic Tyre Industry

Phone 2248 20 Kiukiang Road, Shanghai Cables: "Pneumatic"

We Invite You

to call at the STAR GARAGE, Bubbling Well Road (or we will send a car to fetch you, if you prefer it), to see two beautiful cars that have just arrived

THE CHANDLER ROADSTER



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6-Cylinder 4-Seater

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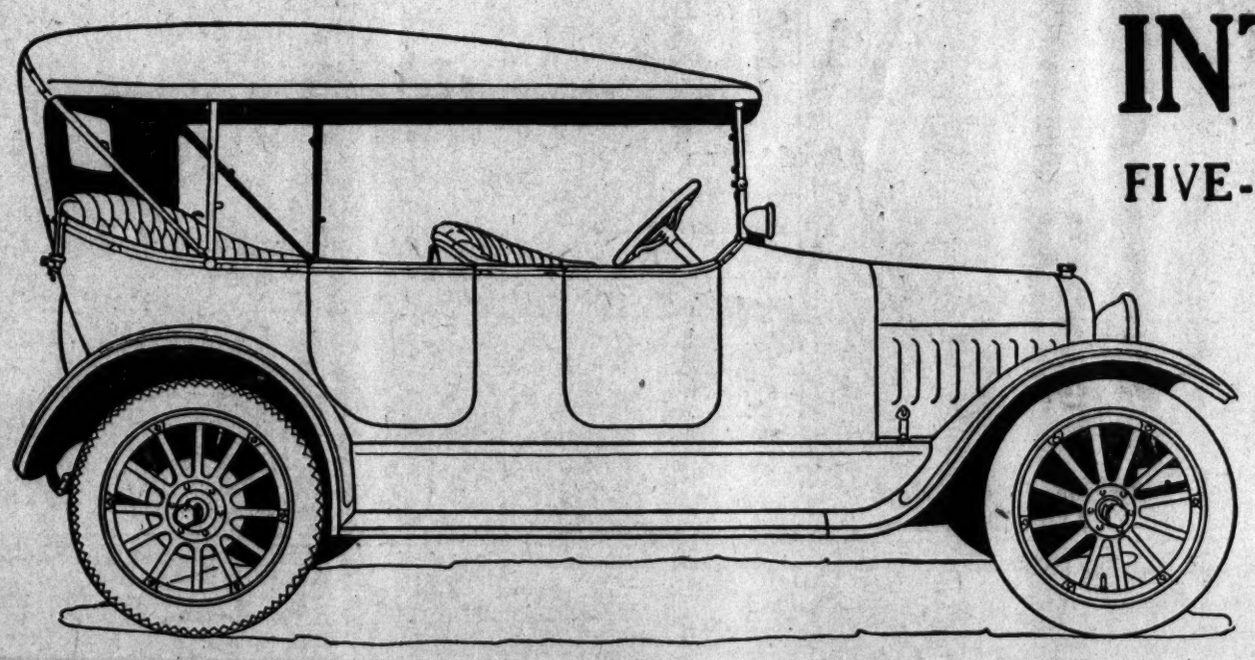
CHANDLER TOURING CAR

Both are the very latest models made by this famous American company.



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INTER-STATE

FIVE-SEATER TOURING CARS

will not last for ever. The Inter-State Factory has been taken over by the U. S. Government, and we shall not be able to secure any more for some time to come

We have also a few 4-seater

"CHUMMY ROADSTERS"

Prices and full particulars on application to

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THE STAR GARAGE — THE EASTERN GARAGE

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RULES AND REGULATION ARK

"WHAT'S THIS YOU'RE DOIN'?"

"MAKIN' A STARBOARD BOW!"

In the Good Old Days

1.

2.

"THIS IS AWFUL! WAIT A MINUTE!"

3.

"HERE!"

4.

"GET IT ALL!"

5.

BLUB

"ADDA BOY!"

6.

7.

"HAW HAW!"

8.

"YOU OUGHTA BE SORE ON THAT BIG STUFF FER MAKIN' A MESS OF YER MUSIC LIKE THAT!"

"I AM!"

9.

"WELL, LISTEN, I'LL PUT YOU WISE HOW TO GET HEP WITH HIM!"

10.

"THANKS CHEF!"

11.

ZOOZ ZOOZ ZOOZ

TEE HEE

12.

"ACK- ACK- ACK-"

13.

"WHAT'RE YOU CRYIN ABOUT?"

"I DUNNO!"

14

"ACKER- ACKER- ACKER-"

"WELL? ACKER WHAT?"

15

CHOO

16

"SAY, CAP, HOW LONG HAVE I GOTTA HAVE MY NOSE LIKE THIS?"

"TILL YOU'RE RID OF THAT "ACKER" TROUBLE!"

SWINNERTON

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, OCTOBER 20, 1918

CRICKET IS OVER; WAS FAIR SEASON

Batting Not So Bad But Fielding Has Been Bad To Worse

CLIFFORD WAS THE STAR

Played Every Week With An Average Of More Then Fifty

By Domino

"Cricket is dead, long live King Football."

Yesterday afternoon, out at Nanyang College, the first game of football was played this season and now the flannel bags have been nicely packed away midst camphor balls, and the short knickers and varied colored stockings have come to take their place for the next four or five months.

Cricketers generally reckon that the past summer was all that could be expected, in fact some of the more enthusiastic ones go as far as to say that the summer of 1918 has been much above the usual and that neither rain nor excessive heat has interfered with the progress of bat and ball. On the whole it has been a dry season and therefore the wickets have been well suited for big scoring, and time and time again the bat has beaten the ball in the most decisive manner.

Fielding Was Poor

But both the bat and the ball have beaten the fielding. If we even dare to think of the fielding of the S.C.C., the bowlers who have suffered so sadly by it will be up in arms and say "please forget it." Well, that is the very best thing we can do. It has at times been poor, at times been bad and at times it has been the absolute limit. I can remember the last game between the Rees and the S.C.C. when the former made the Club look like novices on the field. When I hear that baseball is sure to take the place of cricket in the near future I almost wish for a bit it might, so that our tired fielders might get the knack of gathering in a ball, returning a ball or at times even holding the ball. But cricket is not dead yet, not by a long shot, and as long as we have the Rees to show the way in the field and fielders like Willie Clifford to demonstrate that even the old Club can field, we need not worry that we will have the excitement of baseball or baseball affairs invading the quiet sanctity of the cricket field.

Clifford Was Star

That is about the only kick I have against the cricket of the past season. Let us hope that it will be better next time. Now for the sweet stuff. Ask anyone who has followed cricket during the last few months what has been the outstanding feature of the season and instinctively he or she will exclaim "Willie Clifford." Clifford has had a wonderful season. He has played every week and in any amount of mid-week matches, and if I am not very far out in my reckoning he has completed something like twenty innings. He has been remarkably consistent, and his average is something very little short of fifty. Just to show the folk who like to sit in the pavilion that at the end of a long season he was not tired, he finished up in the "all day" match (played on some Chinese feast day or other) with the biggest score of the year—155 I think.

Besides this fine performance he has eight times topped the fifty mark and includes in that record another two centuries. The S.C.C. likes him and do you wonder? But batting is not his only useful attribute. He bowls, and bowls well enough to take the first end more times than not. He has been responsible for more than a score of wickets at a small price, and on top of all this he has always been one of the best men in the field. Yes, he fields well and even baseballers have been heard to say that he can play ball some. You will agree with me that Clifford is this year's star.

Barrett Not So Keen

Captain Barrett does not seem quite as keen on the game as he was formerly. He turned out seven times but that was quite enough to show that he had his eye well in. He tops the average with 76.20, and gathered his runs as follows: 20 (not out), 75, 26, 65, 75, 32 (not out) and 83.

We are all sorry to find that W. C. D. Turner has left us for Dairen. He came from Hongkong some years ago with a big reputation and lived up to it. He is probably the most stylish bat that we have had here for many a long day. It was a treat to see him when he had settled down driving fours to the off or collaring boundaries with that delightful late cut of his. He bowled a bit, and was very useful behind the wicket in an emergency. With six innings to his credit he had the handsome average of 83.20 to his credit.

W. A. H. Moule has not been seen upon the sward as often as all cricketers would like. Everyone calls him Willie Moule, even the latest youngster, but it is because he is probably one of the best liked men who ever went in to bat. He is a typical public school cricketer, absolutely correct and at the same time stylish. When he gets going he is a treat to watch and an education to the youths who so much admire him. He only batted three times and then gathered 87 (not out) 23, and 75 (not out). His average makes the non-mathematician giddy. Work it out.

C. E. M. Thomson Figures Well

I am glad to see C. E. M. Thomson figuring so well in the averages. He is an example of a cricketer who has won deserved fame by real hard work. There was a time when it looked as if he would be one of Shanghai's very best, and I always had an idea that he would be a great bowler, but he seems keener now a day upon shooting and is doing right well at it too. Tommy has the nice average of 24 which is less than he regularly scores at the 500 yards range.

Deaks, Willis and Ellis have been very consistent, while Cooke and Anderson have flashed out at times and startled the natives.

Have we got a really great bowler here just now? There is Billings, who for years has stood the test and is generally near the top of the averages, but being a schoolmaster, with about half the year made up of holidays, he cannot play in as many matches as he or we would like. I hear he did one or two good things in Canada during the summer in the bowling line and they like him. I don't wonder at that.

Milner tops the bowling averages with 17 wickets to his credit, but Grimshaw who is a little farther down the table has fifty victims to his belt and they did not give a great deal of back chat. Grimmy Grimshaw has done a good deal of left hand swinging this year, in fact I think he has bowled more overs than any other player, but he is a glutton for work and can smile if he gets a wicket or the batsman gets a four. Can you answer the question though about having a really great bowler amongst us?

If "Cocoa" Olierdessen will only give up tennis and study bowling he will be number ONE and then won't the Public School be proud of their old boy. Take note Cocoa. You can bowl.

Our Day Thursday

October 24 is to be a red letter day in Shanghai. The British community has set next Thursday apart as a special day when every man, woman and child of Allied blood may have the opportunity of contributing to the very limit of his or her capabilities to the Red Cross. No apology need be made when funds are asked or even demanded for this society. It knows no exception—friend and enemy alike are treated alike. The Red Cross knows, or rather pays allegiance, to no nationality.

Sir Everard Fraser himself has already got busy in looking up some of Shanghai's prominent firms and from what can be heard he has not asked in vain. All the national societies have been canvassing their members in the great cause and the Irish Society has even called its brethren together to a pleasant evening, and, what is more, gathered considerably over 1,100 dollars. Mr. A. G. Major, the energetic secretary of the society, has addressed a stirring appeal in pamphlet form to the members of the British community on behalf of the Red Cross, and there is no doubt that the whole Settlement will respond in the same generous manner that it has always done on previous occasions.

At the Union Church this morning Bishop C. Stuntz will preach on the Our Day appeal, and the Rev. C. E. Darwent will take the same subject in the evening. Next Sunday special sermons will be preached both at Holy Trinity Cathedral and at St. Andrews, Broadway, in the same cause.

On Friday next the Shanghai Club is having a Ladies' Night, and beside the dancing and the well chosen program the whole of the proceeds will be devoted to the Red Cross.

INDOOR SPORTS By Tad

I'LL TELL YOU BARKER- I'D SELL THAT RAIL STUFF AND BULL THE COPPERS - YES BUY 5,000 KAUS YES - I'LL DROP DOWN WITH THE CAR FRIDAY
THAT JOHN AT THE PHONE TALKING MILLIONS SELLS TOYS DOWN TOWN - HE WINDS UP THOSE TRICK DOGS ALL DAY LONG - FOR $10 PER.
I THOUGHT I KNOW HIM - HE SOLD ME A TUMBLING BEAR XMAS
HE'S A MERE MILLIONAIRE THE POOR SIMP - IF SMALL CHANGE WAS A LUBRICANT HE WOULDN'T HAVE ENOUGH TO OIL THE HINGES OF A WRIST WATCH
OH I GOT HIM - HE JUST GOT A NICKEL FOR FIVE PENNIES FROM THE CIGAR STORE MAN - OH - YES YES
HOW DO THEY GET THAT WAY?
INDOOR SPORTS - WATCHING A NICKEL NURSER LEAVE THE TELEPHONE DOOR OPEN AS HE TALKS MILLIONS AND TRIES TO MAKE TWO JANES.

At The Theaters

Misses Marin Sais and Ollie Kirby, American girl-detectives, appear at the Victoria Theater tonight in "The Social Pirates," a late film.

A paramount film will head the bill at the Olympic Theater with Anita King in the leading role. The picture, "The Golden Fetter," is a thrilling and novel western drama in five reels.

Miss Lutsee, thirteen-year-old mind reader, who has appeared in London, Paris, Petrograd and Moscow, will give demonstrations of her ability at the Isis Theater beginning Friday night. As an added attraction the management announces the Russian revolutionary film, "Martyrs For The People," in four parts. The program will continue Saturday and Sunday. Charlie Chaplin and his foremost imitator, Billy West, are the headliners on the Isis program for tonight. At this afternoon's performance, episodes of "The Secret of the Submarine" will be screened.

At the Apollo Theater "Jack and the Beanstalk," which has attracted big houses, will be screened for the last time. This afternoon, episodes of "The House of Hate" and comedies will comprise the program and tomorrow the serial will be continued with Pathe's British and American Gazette and a Lonesome Luke comedy, "A Lesson in Flirtation," on the bill.

Bessie Love in "Stranded," a Triangle play, will be at the Apollo beginning Thursday night.

Football Season Opens

Nanyang College Wins

Nanyang College won the first football match of the season yesterday, defeating the Grasshoppers by 4 to 1 on the college grounds. At the end of the first half the Grasshoppers led by 1 to 0 but the college boys came back strong in the second period and quickly ran up four goals.

The quality of playing reflected the lack of practice and neither team was in season form. The college boys were the faster and won more on years than anything else. Mr. Walter Wilson refereed.

After the match both teams were entertained to tea by the college, ending a pleasant afternoon.

The Weather

Fine today. The maximum temperature yesterday was 75.6 and the minimum 54.4, the figures for the corresponding day last year being 79.2 and 55.8.

Shanghai Races—Autumn Training

There was a large attendance at the rails yesterday morning, the weather was fine and all the quarters could be easily taken. The rain of Thursday night may have softened the grass course but a number of owners and trainers were still afraid and so sent their ponies along on the inner or sand course.

It is always a question as to whether a Derby pony could go the extra quarter mile required by the Leger, and this has been a question expressed by many regarding the last Derby winner, Castlewood, but his going yesterday must have settled this favorably in the minds of many, and, as a matter of fact, this was the gallop of the morning.

There is not much of interest at the present stage of training, with one pony cantering and others trying to do time and especially does this apply to sub-griffins. It is only towards the latter end of the training season when all or a great majority of ponies, working under similar conditions of track, weather and doing their best to furnish comparison by which the dopester can obtain useful information from the work.

Following are the times for Friday and Saturday:

Friday, October 18, 1918.

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter.
Hornpipe	JJ	44	1.17.2	1.53.3	2.29.2	3.08.3	3.46	4.20.4	4.53.4	33
Black Jack	JJ	35	1.10	1.45.3	2.21	2.57.4	3.32.3	4.07	4.40.1	33.1
Domino	JJ	35.3	1.15	1.54	2.28.4	3.01.4	...	...	...	33
After Dark	boy						...	...	...	33
Hopscotch	JJ	40	1.16.3	1.51.3	2.26.2		...	...	...	34.4
Jew's Harp	boy						...	...	... (sub)	34.4

All the above on the sand.

Saturday, October 19, 1918.

Greysand	boy	42	1.19.4	1.54.4	2.26.2	3.01.2	(last 1¼ of 1½)		...	35
Western Star	boy	42.3	1.27	2.09	2.43	(last mile)	...	...	...	*34
L'Aisne	boy	40	1.18	1.53	2.26	2.58.1	...	...	...	32.1
Castlewood	boy	45	1.21.2	1.55.3	2.30	3.10.1	3.45.3	4.18.3	4.49.3	*31
Boughboy	AC	39.2	1.16	1.50.3	2.22.3	...	...	...	... (sub)	*32
The Oriole	WH	45.2	1.28	2.07	2.41.3	3.11.2	...	...	...	29.4
The Swift	boy						...	...	...	29.4
Dun Duke	boy	39	1.16.4	1.53	2.27.3	3.00.2	...	...	... (sub)	32.4
Four Spot	boy	40	1.20	1.59.1	2.36	3.10	...	...	... (sub)	34
Richmond	RMD	32.2	1.16.2	1.51.2	2.24		(last mile of 1¼)		...	32.3
Highflyer	AC	38.3	1.16.2	1.51.2	2.25.2	2.59	(last 1¼)	...	...	33.3
Patron	SAS	36.3	1.15.2	1.52	2.27	3.01.1	...	...	... (sub)	*34.1
Putting Green	boy						...	...	... (sub)	32.3
Attaboy	boy	42	1.21.2	2.00	2.36.1	3.08.4	...	...	... (sub)	32.3
Jamsborg	WGC	38.3	1.16	1.52.3	2.27.1	2.59.2	...	...	...	32.1
Ayam Chief	boy	41	1.20.2	1.56.3	2.30.4	3.03.3	(last 1¼)	...	...	32.4
Briggins	RMD			1.38	2.15	2.51.2	...	...	...	36.2
Wild Night	boy	36.3	1.15.2	1.52.2	2.29	3.02	3.36.2	...	...	33.2
Vivat	AJPH	40.2	1.19.3	1.57.1	2.33.1	3.05.1	...	...	...	33
Lecapon	CEW	39.1	1.15.4	1.51.4	2.25	...	...	...	...	33.1
Lowflyer	AC	38.3	1.19	1.56.3	2.35	3.10	...	...	...	35
Silverstreak	JJ	40	—	1.52.3	2.24		(last mile)	...	...	*31.2
Baby Polly	boy	39.2	1.18.1	1.54.3	2.29	3.01	...	...	...	33
Scala	WGC	42.3	1.19.4	1.54.3	2.26.4	...	...	...	... (sub)	32.1
Over There	CRB	38	1.15.3	1.46	2.19.4		(last mile)	...	...	*33.4
Collinton	boy	35.3	1.10.4	1.46.4	2.24.3	3.00.3	3.34.3	4.06.1	...	31.3
Blue Point	MOS	40	1.22	1.57	2.31.1	3.05.4	...	...	...	34.3
Glad Eye	boy					3.05.2	...	...	... (sub)	34.1
Squeeze Play	SAS	44.2	1.24.3	2.00	2.34.3				...	*30.4
Shallow	WH	42	1.19.3	1.55.1	2.26				...	(sub)*34.2
Buxted	RMD	36.1	1.13.4	1.53.2	2.30.2	3.06	3.39.4	4.13.2	...	33.3
Shirley	boy						...	...	...	33.3
Night Hawk	JJ	36.3	1.12	1.49	2.26.3	3.02	3.37.1	4.09.1	...	*32
Liberty Road	boy	41	1.16	1.50.4	2.24.3	...	...	...	... (sub)	*33.4
Urga	CRB	37.3	1.17.2	1.54	2.30.2	3.03.3	...	...	...	*33.1
Gas Bag	WGC	37	1.11.1	1.44.3	...	...	...	...	...	33.2
Kowloon	MOS	40	1.16.4	1.51.2	2.24.1	...	...	...	...	32.4
Haslemere	EPBR	41.1	1.20.3	1.56.3	2.28.3	...	(last mile)	...	...	*31.4
Victoria	AC	43.1	1.23	2.00	2.34	3.06.3	...	...	...	33.3
Paddington	boy						...	...	...	33.3
Battleplane	RMD	39.4	1.17.4	1.52.2	2.25.2	(last m	(last mile)	...	...	*33
Santa Claus	boy	40	1.18.3	1.55	2.27.1	...	...	...	... (sub)	32.1
Yellowstone	AJPH	37.2	1.15.1	1.51.4	2.26.3	2.59.2	...	...	...	32.4
Churchill	ET				2.19.4		...	...	... (sub)	—
Dreamland	boy				2.19		...	...	... (sub)	—
Nanking Chief	boy	37.4	1.16	1.51.2	2.25.2	2.59	...	...	...	33.2
Fanling Chief	boy						...	...	...	33.2
Rouble	CRB	37.4	1.15	1.54.4	2.32.2	3.08.2	3.37.4	...	...	*31.2
Do Bee	boy	39	1.17	1.52.3	2.27	2.59.4	(last 1¼)	...	... (sub)	32.4
La Vedle	CJ	37.1	1.12	1.45	2.18.4	...	...	...	...	33.4
Rydand	AC	41.2	1.20.1	1.57.2	2.32	3.06.2	...	...	...	33.2
Trooper	WGC	40	—	2.00	2.36	3.07.2	...	...	... (sub)	31.2
Gloom	JAH	36.2	1.15	1.50.4	2.25.4	(last mile whole time 3.03)			(sub)	35
Nigger Minstrel	WH	38.1	1.10.4	1.46.1	2.21.4	2.56.2	3.56.2	3.39	4.02.4	32.4
Revenge	boy	37.2	1.12.4	1.45.4	2.17.4	(last mile of 1⅝ whole time 4.17.1)				
Sandalwood	ER					(chipped in last mile)				32
Century Dahlia	boy	36.3	1.16.2	1.55	2.31.2	3.05.3	...	...	... (sub)	34.1
Crystal Dublin	boy					3.06.1	...	...	... (sub)	34.4
Anam	boy	41	1.18.1	1.53.4	2.27.3	3.01.2	...	...	... (sub)	34
Tuson	boy					3.02.2	...	...	... (sub)	35
Darra	RMD	38.3	1.14	1.48.4	2.21.3	2.55.4	...	...	...	34.1
Momo	NWH	37.3	1.11.2	1.45.4			(last ¾)	...	... (sub)	*34.2
Bythe	RMD	33.1	1.07	1.41.3	2.17.3	...	...	...	...	36
Salamander	JJ	39.2	1.15.2	1.52	2.26.3	2.58.2	...	...	...	31.4

*On the sand.

REGATTA CREWS IN LAST WORKOUT

Finishing Touches Being Put On Training For Next Week's Events

ALL OUT AT HENLI TODAY

Good Material Has Been Worked Up Into Crack Fours And Eights

With less than a week now to complete the polishing up process, the oarsmen of the Rowing Club in training for the Autumn Regatta are making a busy place of the boathouse every evening and many crews are also taking an early morning practice, while a few are even utilising some of the tiffin interval for this purpose.

The club now possesses the nucleus of some really first-class crews, and has a big reserve fund of griffins from which to draw for future regattas. The enthusiasm all through this last training season, ever since the close of the swimming competitions, has been most marked, and is very gratifying to the few of the older hands who still evince a keen, active interest in the club.

With anything like fair weather conditions this year's Autumn Regatta at Henli should eclipse, certainly as far as pure rowing enthusiasm goes, all previous functions held on the Hsinyangkong reach. The preliminary heats of the griffin's events will be rowed off next Saturday and on Sunday the finals of those events and all the other races as well will be gotten off. A good contingent of oarsmen are traveling up this morning for their last trial spin over the course before the actual contests.

Influenza Hits Some

Influenza has tried to interfere with three Griffins' Fours during the past week, but the timely assistance of Messrs. Macdonald, Bertes and Landers will assure the two reorganised Griffins' boats being taken in hand. This rearrangement of Griffins' Fours will probably result in the following boats rowing at the Regatta:

A. J. Grant, I. D. Macdonald, A. P. Goldman, J. H. Johns.

T. H. Core, J. J. Brooks, R. O'Brien, K. Mansfield.

N. White, W. C. Woodfield, R. S. Hassell, P. S. Page.

F. R. Gabbott, C. Butland, F. H. ... J. E. Henry.

The British Trial Four, composed Berthenshaw, Watson, Agra... and Evans, have been out several times. Bertes is in charge of the "World Boat," which will probably be made up of Brusendorff, Core, Price and O'Brien.

The Club Fours have been picked and will be lined up as follows:

Moore, Watson, Bertes, Ward.

Macdonald, Campbell, V. Olsen, Wilson.

Gordon, Ashley, Brusendorff, Burton.

Rough Time For Eight

The Committee Eight, with three substitutes, had thirty minutes of excitement on the Whangpoo on Friday morning. Those who could hear the Cox through the roaring wind tried to keep their hands well down in the boat so that the blades could take advantage of the good sailing wind. Bow, however, amidst heavy waves, evidently didn't get the news in time from the looks of the rigger after extricating the oar from a position parallel with the boat and with a deathlike grip on the water. After getting out of this position and narrowly escaping an overland trip across the Soochow Creek mud flats, it was quite a treat to get a few strokes through in smooth water, and they can safely be taken as an indication that the crew is in training. With no tide or rough water at Henli they will no doubt be able to give a good account of themselves.

No International Events

The Autumn Regatta this year will be devoid of its international races, and to some will be less interesting in consequence. The proceedings should be interesting nevertheless as the races scheduled will be keenly contested as ever. The Juniors and Griffins have put in much hard work on the Whangpoo and they now look forward to the day when they can show the world just what they really can do when they get on to good smooth water at Henli.

The crew stroked by Johns looks good for the Griffins' Fours, but the other three crews are quite above the

averages for griffins. In the "Hong" race three boats will row, S. M. Pollen, Asiatic Petroleum and Bwo. A good race may be looked for here.

In addition to a Junior tub-sculling race and Junior Pairs and Fours, there is a four-oared race for Junior-Seniors, for which two crews have entered, viz., a British four against a select combination representing the "World."

The only eight-oar race of the regatta will be fought between crews representing the Committee and the Club. The former will be represented by the following oarsmen: stroke, Olsen; 7, Ericson; 6, Ashley; 5, Macdonald; 4, Gande; 3, Gordon; 2, Jensen; bow, Jones. The club's selection is: stroke, Campbell; 7, Moore; 6, Evans; 5, Merrill; 4, Stuart; 3, Watson; 2, Olsen; bow, Mansfield.

One of the keenest races of the day will be that between the "Deluge" fire brigade company and the American Co., S.V.C.

The Deluge crew is: stroke, Jones; 2, Merrill; 3, Evans; bow, Stuart. The "auxiliaries" will be represented by Ashley, Haskell, Ericson and Olsen, and both crews are out to win.

There will be motor boat races as usual.

RE-ENTRIES DRIVE IS VITAL IN BRIDGE

Expert Players Overlook Exposed Cards And Miss Chances For Profitable Coups

By An Expert

New York, Sept. 1.—One of the things slowly learned at the bridge table is that it is just as important to prevent the declarer from carrying out any advantageous program as it would be to plan such a program for yourself, if you were playing the hand.

Among the more difficult things of this character perhaps the most difficult is to realize the great value of reentry cards that are exposed in the dummy hand, and the importance of taking them out before the declarer gets any benefit from them.

When a reentry card that is particularly valuable happens to be the highest of three trumps there is nothing to be done about it as a rule because the trumps control the situation and the declarer has the majority on his side. But when the reentry is in a plain suit a watchful adversary may often spoil a game hand by taking it out early in the play.

Experts Missed A Chance

Here are two examples which may serve to illustrate the circumstances under which the opportunity for this coup usually comes up. These hands were both played by persons with some pretensions to skill. In the second of them, although seven players had the chance, not one of them saw or took it. The first brought up two very interesting variations in the play.

H. 9 7 2
C. A 5
D. A Q J 10 4
S. 8 7 6

H. K Q J 10 / C. J 9 6 4 / D. 8 3 / S. 9 5 4 — A: H. A 8 3 / C. Q 10 7 2 / D. 7 6 / S. K Q J 10 2 — B: H. 9 8 4 / C. K 8 3 / D. K 9 6 2 / S. A 9 3

Z bid a spade. With 44 honors to score A took a chance by bidding two hearts. Y went two spades and B three hearts, but when Z went to three spades A stopped. A led the heart king and Z led a high trump, which went to the ace and B came back with a heart, which A won, leading a third, which Z trumped.

Z now has the game in his fingers. Two rounds of trumps exhaust B, who allowed the diamond finesse to hold, thinking Z would try to put himself in again with a club. Instead of this dummy led ace and another diamond and B lost his king.

This cost him nothing but the extra trick, as he could not have saved the game by winning the first diamond. Even if Z's queen of clubs did not hold second hand he must get club discards on dummy's diamonds.

Correct Play Of The Hand

At two tables B played the hand correctly to save the game, but at only one did he succeed, being outplayed at the other. In the first case he not only saved the game, but set the contract. The opening lead was the same, but when B won the first round of trumps he did not return the heart, but led the king of clubs, while he still had the diamonds stopped.

Y must win the club, or anything will force the ace. After exhausting the trumps Z led the diamond and the one he held B holding off just as at the other table. But in this case Z put himself in the lead again with the queen of clubs and took a second finesse. This B won.

Now the return of the heart forces Z to ruff the third round and lose two club tricks, stopping at two by cards.

At the other table Z went game in spite of B's play. He inferred from B's boldness in taking out dummy's reentry that B could stop the diamonds later, so instead of pulling B's trumps after winning the king of clubs he returned the club, winning with the queen, and led one trump only and then the diamond.

The finesse held as he expected, but two more rounds of diamonds followed at once, Z trumping B's king with the ten of spades. Then dummy ruffed a club and on the top diamond Z shed his losing heart, allowing A his club at the end. Five by cards.

Here is the other deal:

H. 9 8 2
C. A K Q 9 5 2
D. 10 5
S. K 8

H. 10 3 / C. 10 3 / D. A K J 8 2 / S. J 10 9 7 2 — A: H. K 6 4 / C. 8 7 4 / D. 9 7 3 / S. A 8 5 4 — B: H. A Q J 7 5 / C. 2 6 / D. Q 8 4 / S. Q 6 3

Z bid a heart unopposed and A led the king of diamonds. Not finding the queen in the dummy he led through the spade king, with the double object of catching it and getting a diamond through Z. Dummy did not put the king on the jack, but B played the ace and led the diamond.

How To Kill The Clubs

The finesse of the diamond jack held and A led another spade. At this stage it does not matter what he leads. The game is gone.

Dummy won with the spade king and led the trump. The trump finesse held and dummy got in again with a club. The second trump finesse won and the ace dropped the king. This enabled Z to make all the rest of the clubs, that he needed and his remaining trumps.

No table in the room seems to have seen the opportunity to kill that club suit by leading a club at the second trick, instead of a spade, as no score card showed the game saved. The situation illustrates the class of hand in which the reentry for the long suit is in the suit itself and the objective of the opponents should be to exhaust the declarer's power to lead that suit before he clears the trump. If B can kill the spade king at any time he can do so later.

If A leads a club after winning the first trick with the king of diamonds there is no way for Z to win the game. He cannot get a second trump finesse without abandoning all hope of the clubs or losing his king of spades. If he tried a Deschapelles coup by handing the spade queen B would let it hold.

Shanghai Harriers Club

Many Out For Siccawei Run

A fine turn-out of cross-country runners went away from the starting point at Verdun Gardens at 5 p.m. yesterday for a slow five-mile run in the Siccawei district. The pace was set by F. A. Remedios and the big pack kept at it in steady fashion throughout the jaunt, turning Siccawei and finishing along Route Pere Robert and so to the starting point, where a good number of spectators saw both start and finish.

The Harriers showed good form, many seemingly having already struck a mid-season stride, and the day's work gave assurance of some keen competition next Saturday when the Novice Championship and Members' Handicap will be decided.

The Harriers will hold a practice run Wednesday evening, starting from the pavilion at 5:30, the event counting as a qualifying run for next Saturday's features.

The Novice Championship, which will be over a six-mile trail in the Jessfield country, will be for a fine silver cup as first prize with medals for second and third. The Members' Handicap prizes consist of gold, silver and bronze medals and is run off with the Novice event for the benefit of the veteran members. The start will be from the Jessfield Hotel, the finish being along Jessfield Road to the starting point.

FOOTBALL O.K. 'D BY WAR DEPARTMENT

Students In All Parts of Country Will Be Advised To Continue Sport

Washington, September 18.—Football practice this fall at colleges and universities with army student training units will not be interrupted by the War Department except where it actually would interfere with military training.

Protests which began to reach members of Congress yesterday against the action of an officer of the training corps service in advising that football schedules be abandoned drew an official statement from the War Department today that no such step had been authorized.

On the contrary, it was stated that the administration students would be advised to continue their athletic schedules without permitting them to curtail the military course.

Will Carry Out Schedules

Satisfaction was expressed by football coaches throughout the country with the War Department's stand in favor of the continuation of intercollegiate athletics, and its statement today is expected to encourage the playing of the football schedules instead of discouraging their abandonment.

Coach A. A. Stagg of the University of Chicago announced he would start the football season Monday and that other coaches in the "big ten" were planning on launching the gridiron season next week.

"I think I voice the sentiments of every coach in the country when I say we will teach football this fall for the game without having the big idea to win foremost in our minds," said Coach Stagg. "Our first thought will be to get the men in physical condition, teach them to think and act quickly and show them the best way of charging and blocking.

Team To Make Better Officers

"Team play in football corresponds to the unity of attack in the army. I think playing the game will make better officers. After a football player mixes in a few scrimmages fear leaves him and he learns to fight not only against men as individual but against masses."

The University of Chicago schedule will be carried out as originally planned, Coach Stagg said it was probable that Minnesota and one or two other universities in the Conference would be obliged to cancel several games which would require [illegible]

Hanbury School Holds Annual Sports

The Thomas Hanbury School for Boys held its Fifth Annual Sports in the school grounds yesterday. The weather conditions were excellent. The officials and winners are as follows:

School Championships. Throwing the Cricket Ball—1st M. Ito, 2nd H. Toledo.

Long Jump—1st F. Legaspe, 16' 8" length; 2nd A. Houben.

100 Yards Seniors—1st L. T. Way, 2nd A. Raskin. Time 11 secs.

220 Yards Seniors—1st L. T. Way, 2nd A. Raskin.

High Jump Seniors—1st L. T. Way, F. Legaspe, tied height 4' 11", 3rd A. Houben.

1 Mile Bicycle Race—1st A. Houben, 2nd W. Way, 3rd P. Moe.

50 Yards Bantams (Handicap)—1st H. Park, 2nd J. Peach, 3rd R. Shaw.

100 Yards Junior (Handicap)—1st J. Emamooden, 2nd H. Park.

Potato and Spoon Race Bantams—1st G. Waller, 2nd M. Olauson, 3rd J. Williams.

Boot Race Juniors—1st A. Roxburgh, 2nd A. Maitland, 3rd H. Hirata.

75 Yards Bantams (Handicap)—1st R. Whitmore, 2nd G. Waller.

220 Yards Junior (Handicap)—1st B. Schwartz, 2nd H. Park.

120 Yards Bantams (Handicap)—1st H. Turner, 2nd H. Park.

High Jump Juniors—1st A. Maitland, height 3' 11"; 2nd R. Swintom.

44 Yards Senior (Handicap)—1st A. Raskin, 2nd J. Yahiro, 3rd F. Richards.

Long Jump Juniors—1st J. Peach, A. Roxburgh, tied. 2nd W. Naughton.

440 Yards Junior (Handicap)—1st A. Roxburgh, 2nd M. Hide.

880 Yards Senior (Handicap)—1st C. Grosman, 2nd F. Schlager.

100 Yards Old Boys (Handicap)—1st L. P. Quincey, 2nd K. C. Chang.

1 Mile (Handicap)—1st Rodea, 2nd A. Parker, 3rd J. Stephan.

100 Yards Old Boys (Handicap)—1st M. Seredkin, 2nd F. Madar.

Relay Race won by F. Richards, F. Legaspe, W. Way, H. Howe.

Tug of War Present Boys vs. Old Boys won by Present Boys.

In addition to regular events there was a race for girls and an exhibition of Tug-of-War by Sikhs.

The School Championship was again won by L. T. Way who has been champion for the last two years.

At the conclusion tea was served and the ladies responsible for this are to be congratulated for its excellence.

Prizes were distributed by Mrs. E. C. Pearce who was presented with a beautiful bouquet of flowers.

Officials:

President, A. J. Stewart, Esq.; Referee, C. Glanque, Esq.; Judges, Rev. Bro. Faust, A. Mader, Esq., and S. Emamooden, Esq.; Starters, S. Hore, Esq., E. P. Graham-Barrow, Esq., W. C. Divers, Esq.; Clerks of the Course, C. Smith, Esq., H. Hayward, Esq.; Timekeeper, F. W. Golding, Esq.; Stewards, C. V. Jensen, Esq., T. Emamooden, Esq., H. Forrester, Esq.; Ground Committee, J. Gusdar, E. Hose, L. T. Way, A. R. Houben, S. Moalem; Refreshment Committee, Mrs. A. Thompson, Mrs. R. Peach; Prize Committee, Mrs. M. G. Stuart, J. G. Moore, Esq.; Hon. Secretary, Mr. C. Clare.

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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS	Local	Express R	Fast R	3rd and 4th	Fast R	Local	Fast Local	Fast R.S.	STATIONS	Local	Fast Local	Fast R	3rd and 4th	Fast R.	Express R.	Local	Night Express R.S.
SHANGHAI NORTH dep.	..	7 55	8.10	9.40	12.1	..	75	17.	PEKING dep.	..	..	..	..	..	8.25		..
SOOCHOW dep.	..	9	10.28	12.0	14.	..	11	19 2	TIENTSIN arr.	..	..	..	..	..	11.40		..
WUSIH dep.	..	9 31	10.54	12.41	14.5	..	37	20 2	CENTRAL dep.	..	..	..	..	..	12.10		..
CHANGCHOW dep.	6.50	11.22	12. 6	15.00	..	..	..	21.2	TSINANFU dep	..	..	..	..	..	21 27		..
ZANYANG dep.	8.6	1 .08	14.1	16 16	7.4	..	..	..	PUKOW arr.	..	..	..	..	..	12 56		..
CHINKIANG dep	9 16	1 .52	14 58	1 .2	9 2	..	..	..									
NANKING arr.	1.10	*14 15	16.30	1 .2	12 0	..	..	..	NANKING dep.	..	..	7.20	8.00	11.45	* 4 20	14.35	22.00
									HINKIANG dep.	..	..	9.00	10.31	12.30	1 .0	8.15	1 09
									ZANYANG dep.	..	..	9.56	10.58	14.12	14.41	19.08	..
PUKOW dep.	..	15 10			..	..	..	..	CHANGCHOW dep.	7.00	..	10.34	12.18	15.08	17.29	20.30	36
TSINANFU dep.	..	8 15			..	..	..	..	WUSIH dep.	8.15	7.10	11.26	12.56	16.00	18.25	..	4.11
TIENTSIN arr.	..	22			..	..	..	..	SOOCHOW dep	9.36	8.08	12.23	14.54	17.01	19.31	..	6.12
CENTRAL dep.	..	16 5			..	..	..	..	SHANGHAI NORTH arr.	12.15	10.15	14.20	17.50	19.00	21.00	..	7.40
PEKING arr.	..	19 05			..	..	..	..									

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.40	8.10	10.50	1 .15	14.45	16.55	19.10	9 5	21 57	SHANGHAI NORTH dep.	5.10	7.30	10.05	12.35	14.00	15.30	17.50	19 10	22.45
KIANGWAN dep	7.17	8.37	11.17	1 .4	15.0	17.17	19.37	9 .3	21 57	KIANGWAN dep	5.21	7.41	10.16	12.56	14.11	15.41	17.41	19 .1	22.56
SHANGHAI NORTH arr.	7.25	8.45	11.25	1 .50	15.15	17.32	19.45	21 30	22.05	WOOSUNG FORTS arr.	6.10	8.05	10.40	13.19	14.35	16.05	18.05	19 45	23.30

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Goods and Goods	Local	Express R	Local	Local
Shanghai North dep.	....	7.35	9.00	10 00	....	14.50	15.50	...
Jashkai dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Soochow dep.	....	7.58	9.23	10.30	....	15 13	16 13	....
Lunghua Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South dep.	....	7.45	9.10	10.20	13.32	15.00	16.00	17.50
Lunghua Junction dep.	....	8.15	9.40	10.53	13.53	15.30	16.29	18.12
Nanking dep.	....	8.59	10.48	12.02	....	16 07	17 48	....
Kashi dep.	....	9.51	11.52	13 23	....	16.56	18 49	....
Kashing dep.	7.40	10.26	12 39	14.35	....	17 22	19.20	....
Yehsik dep.	8.45	11.05	13 15	15 50	....	17.58	....	....
Changsu dep.	9.45	11.41	14 00	16.50	....	18 24	....	....
Hangchow dep.	11.10	12 50	15.25	18.30	....	19.19	....	....
Zahkou arr.	11 35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Goods and Goods	Express R	Local
Zahkou dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow dep.	....	....	7 00	8.30	....	10.00	14.35	16.0
Changsu dep.	....	....	8.04	9.48	....	11.40	15.20	17.2
Yehsik dep.	....	....	8.41	10.31	....	12 35	15.51	18.4
Kashing dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.2
Kashi dep.	....	7.48	9.58	11.55	....	14.48	16.52	....
Nanking dep.	....	9.05	10.47	12.50	....	16.08	17.40	....
Lunghua Junction dep.	8.10	10.35	11.50	14.09	15.53	17.23	19.33	...
Shanghai South arr.	8.35	10.55	12.05	14.25	15.50	17.40	19.50	...
Lunghua Junction dep.	....	10 29	11.35	14.06	....	13.18	19.20	...
Soochow dep.	....	10.59	11.44	14.14	....	17.28	19.29	...
Jashkai dep.	....	10.46	11.51	14.21	....	17.37	19.36	...
Shanghai North arr.	....	11.00	12.05	14.35	....	17.55	19.50	...

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6 00	8 25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	7.00	10.10	12.25	....	17.20	....		
Kenshangmun..	dep.	6 15	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.25	10.40	12 45	14.55	17.50	19.15		
Hangchow.....	dep.	6 7	9 15	11.52	14.24	16 30	19.00	Kenshangmun..	dep.	7.37	10.57	12.57	15.12	18.07	19.27		
Zahkou.....	arr.	6.46	9.40	1 .10	....	16.55	....	Konzenchiao....	arr.	7 50	11.10	13.10	15.25	18.20	19.40		

R. Restaurant Car.